



AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JULY 12, 1834.

RAILROADS AND CANALS.—We have been often requested to give a concise account of the canals and railroads in the different States, and should long since have done so, could we have obtained the necessary information, which engineers and others on the different roads and canals have been so repeatedly requested to communicate. After much delay, a few short sketches of some of the most important works have been received, which, together with such as may be gleaned from the previous volumes of the Journal, will be published from time to time, as may be convenient. It is desired that any errors, if any should be published, relating to the different works, may be corrected by those having the means, at the earliest possible period, that we may correct them.

Extracts from the Common-Place Book of an Engineer.

CUMBERLAND AND OXFORD CANAL, MAINE.—This canal, so called from the two counties through which it and its tributaries pass, is the only work of internal improvement of any importance in the State. It connects tide-water at Portland with the southern extremity of Sebago Pond, with which and its tributaries, it opens a communication of 40 miles with the back country. The canal itself is of small dimensions and yet, though it is made through a country abounding with the necessary materials, and not presenting any other than ordinary difficulties, it has cost the company the sum of \$250,000, or about \$12,500 per mile. The locks, 25 in number, are, with one exception, built of timber, and so badly has the work been executed, that there is scarcely one that does not stand in need of entire rebuilding. The stone lock at Portland is built for one-third of the distance up of small uncoursed masonry, upon which,

for the remainder, immense masses of well cut granite are piled without the least judgment; and though well caulked with pieces of shingle! it can only be filled at half or at full tide. The canal is connected with the "Canal Bank," which is interested in it to the amount of \$150,000; and though it had every disadvantage under which to labor, it last year (1833) yielded a nett income of \$12,000, principally derived from the tolls on lumber.

New York and Pennsylvania Canals.—A captain of a steamboat, who recently arrived here from Louisville, relates the following anecdote :

While he was in Louisville he happened to be in the house of Mr. Buchanan, a commission merchant, when an agent from New York came in. This person had letters from the Canal Commissioners, or some other persons on the New York and Ohio Canals, and was endeavoring to induce men of business to make their shipments by the way of those improvements. He urged Mr. Buchanan very strongly upon the subject.

That gentleman, in reply to his urgent application, said that the western folks would do their business where it could be done to the best advantage—that the Pennsylvania Canal seemed to suit them best ; there, said he, are some goods which we have just received in twelve days from Philadelphia, at the expense of one dollar and thirty-seven and one half cents per hundred, and they are all in good order, which was seldom the case with goods brought by the New York Canal. Now, sir, continued Mr. Buchanan, if you can do our business as well, as speedily, and as cheaply, we may trade with you, otherwise we must prefer the Canal of Pennsylvania. The New Yorker admitted that, at present, they could not do business so favorably, but added that some mode must be contrived to counteract the facilities afforded by the Pennsylvania improvements. We were truly well pleased with this piece of intelligence, and publish it for the gratification of Pennsylvanians, and the information of New Yorkers.—We have no objections to the enterprize and exertions of our northern neighbors, but we feel confident that their efforts will be unavailing. The four hundred and odd miles of New York Canal, the three hundred and odd miles of Ohio Canal, the two hundred miles of Lake navigation, and above all, the long obstruction of the Lake with ice, excludes New York from a fair competition with Pennsylvania for the western trade.

If the "empire State" can ever successfully compete with this State for that trade, she must do it through some improvement which will not be subjected to the risk and delay and precariousness of a Lake passage. We believe, after much reflection, that her safest reliance would be on a canal from the New York Canal to the Allegany river, from Rochester, for instance, to Olean.

[New York would do better by turning her attention to the far West, and securing the growing trade of Indiana, Illinois and Missouri, by promoting as much as lies in her power a railroad from Detroit to Chicago, and a steamboat canal from Lake Michigan to the Illinois river.]

Report of the Directors of the Boston and Worcester Railroad, to the Stockholders, at their third Annual Meeting, June 2, 1834.

The Directors of the Boston and Worcester Railroad Corporation respectfully report, That since the last meeting of the Stockholders, they have prosecuted the work upon the railroad with as much vigor as they have thought practicable, consistently with a due regard to economy ; and every part of the work which remains to be completed is now in progress.

The grading of the road and the laying of the rails is completed on the first division, extending from Washington street in Boston, to Needham, a distance of twelve and a half miles. All that remains for the completion of this part of the road is to dress off and finish some parts of the cuttings, embankments, and a small portion of the horse paths—to fill in with earth some parts of the road across the receiving basin of the Mill Dam—and to complete the side railings and fences along some parts of the road.

On the second division of the railroad, extending from Needham to Southborough, a distance of thirteen miles, the grading is finished, with the exception of the high embankment at Morse's Mills in Natick, and the cutting through a ledge at the next summit beyond this embankment. The work has been delayed at these two points in consequence of the failure of the contractors, but it is now going on rapidly, and it is expected that it will be finished in about three months. There is also some little work to be done in dressing off the other sections on this division.

The laying of the rails on this division is just commenced, and it is intended that it shall go on steadily and rapidly, so as to be finished nearly as soon as the cutting and embankment, at the points above mentioned, shall be completed.

The grading of the third division, extending from Southborough to Worcester, a distance of seventeen miles, is all under contract, with the exception of about a mile in the town of Worcester. The work on the first five or six miles of the division, extending to Westborough meeting-house, has been delayed by the wet weather and the unusual quantity of water on the low ground through which the route passes, and also by the failure of a contractor on the most difficult section. The grading is now finished for about half the distance, and it is expected that the residue will be completed by the 1st of September. The contracts on the remainder of the division are to be completed by the month of March next. The work is now in the hands of enterprising contractors, and it is going on successfully.

On two or three of the sections there is a

large amount of rock excavation, but the quantity does not appear to be greater than was originally estimated. It is not of a difficult kind, and nothing has yet occurred to induce a belief that the cost of accomplishing it will exceed the original estimate. The Directors have lately purchased a lot of land for a depot at the termination of the railroad in Worcester, situated on Main street, near the centre of population and business in the town, and to this point the road will soon be located.

This location will afford a very eligible situation for a public house at the termination of the road, should any one be disposed to purchase it for that purpose. Until the erection of such a house, the present buildings will afford all the necessary accommodations for the reception and discharge of passengers, and the termination being between the principal public houses in the town, will be as convenient for travellers as any that could be selected. The land purchased will also afford convenient sites for store houses, for the transaction of all kinds of business, and for the necessary car and engine houses, and shops for the building and repair of cars.

Provision has also been made for a convenient merchandize depot on the Blackstone canal, at the place where the railroad track crosses it. Several gentlemen in Worcester, owning estates adjoining the proposed depot, have made liberal contributions in land and money towards the accommodations thus procured. The Directors have purchased another lot of land in Worcester, through which the railroad will pass, a part of which only will be necessary for the purposes of the road; it being intended that the residue shall be sold when the railroad shall be located, and the parts laid out which it will be necessary to retain.

The railroad was opened for the conveyance of passengers between Boston and Newtown, a distance of eight and a half miles, on the 16th of April last. A locomotive engine has been run three times daily to Newtown and back, with from two to eight passenger cars at each trip.

The passage each way is usually made in about 28 minutes, making an average speed of 18 miles an hour. The engine may be made to travel at a much more rapid rate, with apparent safety, but this speed has been thought sufficient for the usual rate of travelling. These passages have been chiefly made by the "Meteor" engine, which was built by Mr. Stephenson in England. It is a light engine, but of a fine model, well built, and for its size of great power. Another engine, built in Philadelphia, has been used on the road on trial, constructed for the burning of anthracite coal. The practicability of using this fuel to advantage has not yet been fully tested. A third engine is now building at the Mill Dam Foundry in Roxbury, nearly after the model of the Meteor, but of larger size, which the Directors hope to have placed upon the road before the end of the present month. A fourth engine, of similar dimensions, has been ordered from England.

The completion of the part of the first division of the road, near Needham, was unexpectedly delayed by the unusual quantity of water which obstructed the excavation through the lower part of the ledge, and through the valley beyond, it being necessary to drain this valley through the opening made for the road through the ledge. Preparations have been made for extending the regular trips of the engine and passenger cars to Needham, and it is expected that arrangements will soon be made with several lines of stage coaches to meet the railroad cars at that place. The period for making the usual passage on this route to and from Boston, will thus be shortened about one hour.

The number of passengers who have been conveyed on the railroad since its opening, counting the passages in each direction, is 11,255; and the amount of passage money received is \$4,043 07. On the afternoon trips, when the weather has been favorable, there

have been usually as many passengers as could be accommodated in the cars, the average number daily, for thirteen days in April, was 222, and the daily average in May was 310.

The stone rubble for laying the foundation for the rails on a great part of the second division is already prepared. The sleepers are purchased and are chiefly delivered on the line. Iron sufficient for five or six miles of the distance is already received. A further quantity is now on the passage from England, and a sufficient quantity for completing the road to Westborough is expected to arrive in the ensuing two months.

The laying of the rails on this division will be rapidly prosecuted, and it is intended that it shall be completed very shortly after the completion of the excavation and embankment on the most difficult parts. It is hoped, therefore, that the whole of this division may be opened for use by the month of September next.

The first portion of the third division, extending as far as Westborough, it is anticipated will be opened in the course of the ensuing autumn, and the residue of the road to Worcester will be completed the next season.

The land for the track of the railroad, as well as for depots in Boston, Worcester, and at the intervening places, at which they will be required, has been nearly all purchased and paid for, and the damages to estates passed through, with the exception of a few cases, have been adjusted to the satisfaction of the proprietors.

The sum of \$60 has been assessed on each share of the capital stock, amounting to \$600,000, of which \$573,535 have been paid.

There has also been received \$4,950 16 for interest, chiefly on money deposited in the City Bank, and \$4,043 07 for passage money, making the aggregate of receipts into the treasury \$582,528 23. The whole amount of expenditures to the 31st ultimo amounted to \$527,601 24, leaving on hand a balance of \$54,926 99.

Every part of the work is believed by the Directors to be going on successfully, and nothing has come to their knowledge to diminish their confidence in the practicability of completing it at a cost not differing materially from the original estimate, or in the utility and profitability of the undertaking.

Recent proofs of the present amount of travelling on the route justify the belief that the number of passengers conveyed on the road will exceed the original estimate.

The experience already acquired on that part of the road now completed, fully proves the practicability of making the passage regularly between Boston and Worcester, when the road shall be completed, in the space of two and a half hours; and the ease and pleasantness of the mode of conveyance, independently of the saving of time and expense, will give it a preference over any other mode now in practice. All which is respectfully submitted.

NATHAN HALE,
DAVID HENSHAW,
GEORGE BOND,
HENRY WILLIAMS,
ELIPHALET WILLIAMS,
SAM'L HENSHAW,
DANIEL DENNY,
EDW'D ELDRIDGE.

Address of the Committee of Correspondence of New-Hanover County, to the Citizens of North Carolina.

Fellow Citizens: It is well known to you, that, among other important proceedings of the Convention which met at Raleigh, in November last, to deliberate upon the subject of internal improvement, a resolution was passed, authorizing the president to appoint a committee of ten members, "to disseminate information on the subject of internal improvement, and to publish an address." This address has been anxiously looked for; and, after a delay which afforded the members ample time for examination and reflection, it has at length appeared, under the sanction of some of the most en-

lightened and distinguished men of the State. The information which the committee have disseminated in this address is so very extraordinary, and the conclusion to which it has come, so ruinous, in our estimation, to the interests of North Carolina, that we deem it our duty to expose its errors, and to call your attention, calmly and impartially, to its leading features, that you may pause before you give your assent to the fatal policy it advocates. The sum and substance of the Address is this: North Carolina is in a most deplorable condition, destitute alike of natural advantages and the resources of art, without seaport towns or harbors, without shipping, "with a total absence of commerce, of manufactures, and under a defective system of agriculture." Norfolk, in Virginia, "is undoubtedly one of the finest harbors on the continent, if not, under all circumstances, the very best." Therefore, as the time has arrived, when, excited by the example of successful experiment, and urged by the imperious nature of our necessities, North Carolina must arise and perform her part of the great system of internal improvement, going on all around us, a railway should be extended to Fayetteville, or to our southern boundary, (some point on the South Carolina line,) from the head of the Petersburg railway, to be also connected with the Norfolk Railway. After which, provided this experiment succeeds, a general plan of internal improvement should be adopted, equal to the wants of the whole State, so as to allay local jealousies.

That this committee, consisting of enlightened and distinguished men, professing to impart correct information to the citizens of the State, with the means of obtaining the most precise knowledge of facts within their reach, and abundant time for the research, should have so misrepresented the case, and calumniated the State, is more incomprehensible to us, than that they should sacrifice state pride on the altar of self-interest, and become willing to make North Carolina for ever tributary to Virginia.

The committee represent North Carolina,

1. As being destitute of seaport towns or harbors.

2. As possessing no mercantile marine beyond a few miserable coasters, and a few keel and steam boats of inconsiderable burden and value, for our inland trade, and some of these are owned in a neighboring State.

3. "With a total absence of Commerce!"

Now, let us advert to facts, fellow-citizens, and see how they will, on examination, sustain these three positions. And

1. We affirm that Wilmington is a seaport town, and that it possesses a safe and commodious harbor, protected by a most formidable fort. On the average of spring tides, with easterly winds, which prevail during the winter, vessels drawing 12 feet come to, and sail from, the wharves, without touching; in some instances, as during the past winter, 13 feet 3 inches have been carried to the wharves. When the tides are low, and westerly winds prevail, the average draught of water may be stated at 10 feet. With the highest spring tides, and the wind favorable, vessels drawing 15 or even 16 feet can pass safely over the main bar. On average tides, 14 feet can be carried over. This is better water than can be found in Mobile bay, or on Mobile bar, where there is as much trade carried on as there is at Norfolk; and Mobile is well known to be a seaport of great and increasing importance. The main bar of the Mississippi has but very little, if any, more water than is found on the main bar of Cape Fear during the period of the highest tides. It is evident that Wilmington is one seaport in the State with a safe harbor, superior in advantages to Mobile, very little inferior to Orleans, and wanting only a communication with the interior of the State to place her in the first rank among the seaports of the South. But the advantages of Beaufort as a seaport, are even superior to those of Wilmington. We have not, it is true, the advantage of persons

knowledge of facts, as in the case of Wilmington, but we have sufficient testimony to authorize us to state that Beaufort may be rendered equal to any seaport in the Southern States. The average depth on the bar is said to be 20 feet, and the best water 22 feet; 14 or 15 feet can be carried to the mouth of Newport river, where the harbor is perfectly safe, and 10 or 12 feet may be carried to the North Point. It is probable that secure anchorage may be obtained where there is a greater depth of water than at either of the places already mentioned, by the construction of a pier or breakwater. With respect to inland navigation, no place is more favorably situated than Beaufort, the Sound into which the Neuse, Roanoke, Tar, Chowan, and Pasquotank rivers flow, being navigable for coasters and steamboats throughout. The only objection to either place is the want of communication with the back country, a point conceded by the Committee when speaking of Norfolk; and this communication may be opened by the action of the State Legislature as easily with either or both, as with Petersburg or Norfolk.

2. The Committee assert that we have no mercantile marine beyond a few miserable coasters, &c. In reply, we can only state what has been said over and over again, that upwards of 5,000 tons of shipping, permanently registered tonnage, are owned in Wilmington, carrying from 100 to 350 tons, consisting of a fine new ship built on the spot, and brigs and schooners mostly of the first class. Nearly the whole of these are engaged in Foreign Trade, with the West Indies, Liverpool, Ports in the Mediterranean, and elsewhere. In the abstract of the Tonnage of the United States, for the year 1831, furnished to Congress by the Treasury Department, we find that the permanent and temporary registered and licensed tonnage of Norfolk was 11,894 38-100 tons, and that the same tonnage of Wilmington was 9,179 66-100 tons; showing a difference of only 2,714 72-100 tons, and that the permanent registered tonnage of Wilmington exceeds that of Norfolk by 60 tons. So much for the correctness of the extraordinary remark that we have no mercantile marine in North Carolina beyond a few miserable coasters!!

We are informed, by the Committee, that there is in this State, "a total absence of Commerce." Such an assertion scarcely needs a refutation, but as it is our purpose to establish every assertion we make, by an appeal to facts, we again call your attention to an Address published in the 31st number of the People's Press, last August. It is there stated, and we pledge ourselves for the correctness of the statements, that the exports from the Port of Wilmington for one year, say 1832, were of Lumber, 18,000,000 ft. of Staves, 3,000,000 ft. of Timber, 17,000,000 ft. of Shingles, 50,000,000 ft. Naval Stores, 100,000 barrels, Cotton, 20,000 bales, Rice, 10,000 tierces, besides Rough Rice, Tobacco, Flax-Seed, Flour, Beeswax, Tallow, Cow-Peas, Beans, Peanuts, Tanned Leather, Cedar Bolts, Varnish, Pitch, Rosin, &c.—and all these are *minimum* calculations.

To this we add the following extracts from the books of the Custom-House:

Tonnage entered from Foreign countries;

	In American vessels.	In Foreign vessels.
4th quarter of 1832,	4,281 tons	1,835 tons
1st quarter of 1833,	6,056 tons	2,310 tons
Total entered fr. foreign countries,	14,482 tons	

Tonnage cleared for foreign countries:

	In American vessels.	In Foreign vessels.
4th quarter of 1832,	6,806 tons	704 tons
1st quarter of 1833,	11,768 tons	3,188 tons
Total cleared for foreign countries,	21,966 tons	

Besides the coasting trade, exceeding for the

same two quarters, 50,000 tons, making the whole tonnage, foreign, American and coasting, in and out, 86,448 tons, in six months. Will the Committee again venture the assertion that in our State there is a total absence of commerce? But further, let us compare the trade of Wilmington with the trade of Norfolk, the port so highly extolled by the Committee, and for which all our own ports are to be sacrificed. In 1829 the foreign trade of Norfolk carried on in American and foreign vessels, in and out, was, according to the records of the Treasury Department, 30,570 tons. The same trade of Wilmington that year, carried on in the same way, amounted to 45,862 tons, EXCEEDING that of Norfolk by upwards of 15,000 tons. In 1833 the amount of the same trade in Norfolk was 54,010 tons, and in Wilmington 31,895 tons, showing an increase of the foreign trade of Norfolk, occasioned no doubt by the influence of the railroad, and a decrease of the foreign trade of Wilmington, owing to an increase of the coasting trade, yet still exceeding the foreign trade of Norfolk in 1829.

After this exposition of facts, how can we account for the reckless assertions of the Committee? Can they be ignorant on the subject? And if they accept this alternative, which for charity's sake we will grant, how can they justify themselves under the plea of ignorance, professing, as they profess, to enlighten the public, and enjoying ready access to every source of information? Truly, in spite of all their talents, and all their eloquence, and all their sophistry, on one horn of the dilemma they must remain suspended to the public view. Can they be ignorant of the address to the citizens of Wake, Johnson, Wayne, Sampson, Duplin, New-Hanover, and Brunswick, published in the People's Press on the 7th of August last, by the Committee of Correspondence of the town of Wilmington, and which was copied into other papers in the State? Did they never see the report of the Committee consisting of L. D. Henry, and others, of Fayetteville, published in the Observer last September, of which the following is the conclusion? "Again as a harbor, Wilmington possesses some eminent advantages. Vessels of 300 tons may load at her wharves, and proceed to New-York or Liverpool; her port affords the best assorted cargo for the West Indies and Europe of any of our southern ports—every denomination of bread stuffs, including rice; every denomination of naval stores, of the best quality; and every denomination of lumber, of the very best quality; in fact, there are but few articles of commerce that cannot there be had. This port has always, and will forever present peculiar advantages to the American coasting vessels, because it is a fresh water harbor, where the bottoms of vessels are exempt from the wonderful destruction occasioned by the salt water worm. This advantage is incalculable, for the greater amount of tonnage that enters a port, the greater competition for freights, and the less the price for transporting our produce abroad; besides the specie put in circulation for repairs, outfits, &c. and the employment to our ship mechanics." To this, we would add the remark, that Wilmington is the best market for West India produce, because the northern vessels which come out in the fall, after making one voyage to the West Indies, must return to the north without making the second voyage, unless the cargoes can be sold in Wilmington; and this course, which is usually preferred, causes coffee and sugar to be sold at the lowest rates.

Fellow-Citizens, can you come to any other conclusion, than that all this grievous misrepresentation and daring assertion are designed to prepare your minds for viewing, with complacency, the plan of a railway from the South Carolina line, directly across the state to Petersburg and Norfolk? The Committee did not so lightly esteem your patriotism as to suppose you would consent to go to Virginia, if you believed that you could enjoy as good trade in your native state. They well knew that

you would not, unless impelled by stern necessity and insuperable obstacles, consent to make North Carolina tributary to Virginia, and place her, with all her resources, at the feet of her haughty rival. You surely cannot be misled by what follows in the address of the Committee. "If the first attempt be successful, the general plan may be gradually executed in the same cautious method, by successively completing such portions of the general plan, or of the particular works, as promise to be most profitable." Do you not perceive that a road from the South Carolina line across the state to Virginia, will be at once the grand receptacle of the trade of the interior, like the large venous trunks which collect the blood from all parts of the body and convey it to the heart? Every river, except the Catawba, every road from the interior, will reach it, and contribute to swell the current; and from the head of tide water too, on the other side, every thing will be swept away; and to cap the climax, the measure is so planned that *what will not go to Virginia in the East will become the spoil of South Carolina in the West.* And is there the most remote probability that after the lapse of the time necessary to accomplish and to test this work, whereby the course of trade thus concentrated will become firmly settled, and with the increase of influence that Virginia must gain, it will be possible to divert this mighty current in *any* direction for the benefit of North Carolina? The Committee themselves cannot think so; and they merely hold out this plan in prospective, to allay whatever anxiety and misgivings may yet linger in your hearts for the honor and welfare of North Carolina. But it may be asked, if the citizens can have a profitable trade and a good road to Virginia, and their welfare be thus secured, how can North Carolina be injured, and why not trade to Petersburg and Norfolk, as well as to Beaufort or Wilmington? Because, in the first place, Virginia would derive all the revenue from our trade which should go into the treasury of our own state. The merchants' tax in Wilmington alone is about \$1000 per annum, and with a railroad from the interior might be increased to ten times that amount. Add to this the amount of the same tax in other ports of the state, and it is apparent that, with railroads from the interior to our seaboard, this tax would become a source of very considerable revenue. 2dly. Wherever a great market is established, there will be abundant capital, and where there is abundant capital, there will be life and energy, and activity, and improvement, in every thing; in the arts, and sciences, and in literature; there will be public libraries, and lyceums, and colleges, and asylums for the poor and the afflicted; there will be employment for mechanics and for laborers; and real estate will be advanced in value, and provisions and supplies of every kind will be more abundant and cheaper; in short, every thing that can add to the prosperity and the dignity of a free and enlightened people. Now is it not better that our citizens should enjoy all these benefits, than that they should be deprived of them for the advantage of the citizens of another state? 3dly. It will alienate the feelings of the citizens from their own state. Where a man trades, there is his interest; and where his interest lies, there is his heart. Have we not sufficient evidence of this? Is not this the very circumstance that has ever retarded the course, not only of internal, but of general improvement in this state? Too many of our citizens already trade to South Carolina and Virginia; and the consequences are, that they send representatives to the Assembly who feel no interest in the affairs of the state, and who vote against every measure that is proposed for the improvement and welfare of North Carolina. Besides this deep alienation of so many citizens from the interests of the state, there are local jealousies and diversities of interest, and conflicting claims and dissension, and disgraceful apathy and inaction; and industry is

crushed, and enterprise is paralyzed, and energy is subdued, and there is a constant draining of the population and resources of the state by emigration; in short, that lamentable condition of things, of which all are now aware, and which the Committee profess so sincerely to lament.

Will this alienation of feeling be denied, and will it be said that other causes have conspired to produce that policy in our state legislatures, of which we all deeply feel and lament the consequences? If so, we can appeal to the transactions of the last legislature, and adduce the most positive proof. When it was proposed to recharter the Cape-Fear Bank, and when the distress of the citizens was forcibly portrayed, and it was demonstrated that utter ruin would ensue if all the banks were closed at one time, and all the circulating medium withdrawn, and as strong a case of necessity was made out as ever was submitted to a legislative body, was there any thing like sympathy evinced by those who trade to Virginia? On the contrary, was it not opposed by those members, and did not one insultingly ask, what do the citizens of North Carolina want with banks? and unfeeling remark to the House, that in *his* county there was no distress; they had plenty of money, they had brisk profitable trade, good roads, good markets, and Virginia bank-notes in abundance. Such expressions and such sentiments need no comment; they are death to the body politic, and ruin to the prosperity of any community. But 4thly, and above all, we would not trade to Virginia when we can trade, with equal profit, within the limits of our own State, because it would be derogatory to the honor and dignity of the state; and the man who has not innate principle to feel this, is not a fit subject for argument. We trust that we have now fully succeeded in proving what the Committee have thought proper to deny.

1. That there are, in the state of North Carolina, seaport towns and safe harbors, adequate to all the exigencies of commerce, and one at least equal for commercial purposes to any on the southern coast.

2. That the tonnage of one of these ports will bear a comparison, even under all its present disadvantages, with the tonnage of Norfolk.

3. That the commerce of the state is highly respectable, and might be made to equal that of our boasting neighbors, and

4. That it is not the interest of the people of this state to trade to South Carolina or Virginia, and that the policy recommended by the Committee, of first constructing a railroad across the state from Virginia to South Carolina, is injurious to the honor and real welfare of the state, and proclaims utter and irretrievable ruin to the whole seaboard.

It now remains to recommend that course which we conscientiously believe is demanded by the true interest and honor of the state. We are not the advocates of Wilmington, or of Fayetteville, or of Newbern, or of any other town, or any section of North Carolina. We plead for the whole and undivided state, and the general welfare, in the broadest signification of the term. We are in favor of any work that will convey the produce from any point within the limits of the State to any point on our own seaboard. But if there is any general plan to be adopted by the legislature, and to be preferred before others, we would advocate the construction of a railroad from the port of Beaufort through Newbern to the city of Raleigh, thence to Fayetteville and Hillsborough, or in any other direction that may be more favorable, so as to reach the remote west. Let such a work be executed, and North Carolina will be safe. Of its success, if ever accomplished, we cannot entertain the smallest doubt. That the resources of the state are adequate, we are fully assured. And after the completion of this work, we will cordially unite with the Committee in recommending the comple-

tion of the general plan, including even the transverse road, from South Carolina to Virginia, and all "such particular works as promise to be profitable." We ask you to give this subject the careful and impartial examination which its importance demands, and should you ultimately decide for that policy which we so truly deprecate, we shall retire from the contest with the proud consolation that we have been faithful to our state, and have discharged our duty to the best of our feeble ability.

WM. B. MEARES,
ALEX. McRAE,
JOSEPH A. HALL,
WM. P. HORT,
ROBT. H. COWAN,
P. K. DICKERSON,
JAS. S. GREEN,
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NICHOLAS N. NIXON,

Committee of Correspondence for the county of New-Hanover.

NOTE.—We do not wish to make any assertion without the proof, unless when what we assume is mere matter of opinion. We have neglected to do so in one instance. We have charged the Committee with having stated that North Carolina is destitute of natural advantages.

It is proved, 1. By their remarks on the sterility of the soil.

2. That both soil and climate are less favorable to the production of cotton, (which is represented to be the principle staple of the state,) than in the states situated to the southwest of us.

3. That there is a want of natural communications between the interior and the seaboard, causing an expense of transportation which the articles produced in the interior will not bear.

4. That we have neither seaports nor harbors; see pages 30 and 31.

BURDEN'S BOAT.—This boat left the foot of Courtland street at 22 minutes past 7 o'clock, on Monday morning. The *Erie*, which is considered the fastest sailer in the line, was then from 4 to 5 miles ahead. Mr. B. continued gaining on the *Erie* until he nearly reached Catskill, and in a very few minutes would have passed her, but for an accident that occurred to the machinery. The lever of the cut-off-steam valve gave way, and the consequence was a great waste of steam, and reduction of the revolutions of the wheel from 23 1/2 of a ten foot stroke to 16. Mr. B. finally stopped the boat, and with the assistance of Mr. Snodgrass, Civil Engineer of Glasgow, under whose direction the engine has been constructed, repaired it—but not so well as to enable Mr. B. to regain the speed he was previously going, viz. about 19 miles an hour.

The time lost in repairing it, and the difference of the speed in consequence of this accident, may be estimated at about three hours—still the boat reached Troy in less than an hour after the *Erie*. Had the machinery worked well, Mr. B. fully calculated to have made the passage in nine hours.

Mr. B. is about building another boat, 100 feet longer than his present one, the parabolic spindles of which are to be of iron.

Sea Sledge.—Mr. Buder, Counsellor of Mines at Munich, in Bavaria, some years ago invented what he termed an aquatic sledge, constructed on such a principle that it might be impelled and guided on the water by the rider himself, without any other aid.—The first public experiment was made with this machine on the 29th of August, before the royal family, at Nymphenburgh, with complete success. It is described as consisting of two hollow canoes or pontoons eight feet long, made of sheet copper, closed on all sides, joined to each other in a parallel direction at the distance of six feet by a light wooden frame. Thus joined, they support a seat resembling an arm chair, in which the rider is seated, and impels and steers the sledge by treading two large pedals before him; each of these pedals is connect-

ed with a paddle fixed perpendicularly in the interval between the two pontoons; in front of the seat stands a small table, on which he may read, write, draw or eat and drink. His hands being at perfect liberty he may even play an instrument, load and fire a gun, or do whatever he pleases. Behind the seat is a leather bag, to hold any thing he may want in his excursion. It is evident that this machine must be admirably calculated for taking sketches of aquatic scenery, as also for the diversion of shooting water fowls, in which case the sportsman conceals himself behind a slight screen of branches or rushes so as to approach the birds unperceived. The vehicle is far safer than a common boat, the center of gravity being constantly in the middle of a very broad base; a circumstance which renders upsetting, even in the heaviest gale, absolutely impossible. It is moreover so constructed, that it may be taken to pieces in a few minutes, packed in a box, and put together in a very short time.—[Court Journal.]

Steam Carriages.—These wonderful machines are now constructed with sufficient mechanical skill, amount of power, safety, and general efficiency, to ensure their successful employment on any good road; and it is certainly time for our capitalists to turn their attention to them as legitimate objects of support, and as offering the means of a profitable investment. From the earliest development of the capabilities of steam, as applicable to purposes of locomotion, on properly constructed roads, we have carefully watched the progress made by different inventors, and have on many occasions borne testimony to the unceasing efforts of two of the most persevering and deserving among them; of two who have from time to time, promised less and performed more than any of their contemporaries—we mean Col. Macerone and Mr. Hancock. On Saturday we had a trip on the Edgeware road, with the second coach constructed by the gallant Colonel. Starting from the Paddington wharf, No. 19, we proceeded on the road in the most surprising style, the coach turned, checked, stopped, or having its speed increased, under the complete command of the conductor. About three miles out we passed a stage-coach, whose four horses were put to their utmost speed, with a comparative velocity to that with which the stage-coach would have passed a wagon, our rate being at that time about 18 miles an hour. Soon after this we ascended Windmill-hill with perfect ease; although, in consequence of the road undergoing repair, the part we had to ascend was cut into deep ruts, and covered with dry soil and dust from three to six inches deep; forming, perhaps, the most uncertain and disadvantageous fulcrum on which the wheel of a steam-carriage could ever have to act. We arrived at the Welch Harp Inn, which is several perches over the five miles from our starting place, and turned the coach in the direction of Paddington, in precisely twenty minutes; having performed the distance, inclusive of stopping at the turnpike, and on two other occasions, and despite the bad condition of Windmill-hill, at the extraordinary average rate of upwards of fifteen miles an hour. Our return occupied the same period of time; and after this completion of the trip, we made the round of Paddington-green to gratify some gentlemen who had not arrived in time to witness the more extensive trial. Among our fellow-passengers on these occasions, were Jerome Buonaparte, ex-King of Westphalia, Prince Jerome, his son, the Duke de Montfort, the Marquis Azolino, M. Vigne de Marville, and other distinguished foreigners.—[Morning News.]

Steam Carriages.—Mr. Hancock's "Autopay" was seen, on Saturday last, in Cheapside, wending its way with the greatest adroitness amidst the multitude of carriages with which that thoroughfare is crowded. A stronger proof of its manageableness could not possibly have been afforded. We understand that it was on its way from Stratford to its old quarters in the City-road, preparatory to its being again started to run for hire, in conjunction with two or three other carriages, between the City and Paddington. Mr. Squires has, we are informed, sold out, and left Colonel Macerone sole proprietor of the steam carriage prodigy, which did the 1,700 miles without requiring a shilling for repairs, &c. &c. A new steam-carriage has just entered the field, constructed by Mr. Redmund, who, some time ago, advertised that he was willing to furnish locomotives to run on common roads at any required speed, although he had never tried the experiment! The public will now, therefore, soon be enabled to judge whether he was justified or no in his extraordinary confidence. As yet the carriage has only been on a few private trips, which are said to have been quite

satisfactory. Publicity, is, however, the only test in such matters.—[Mechanics Magazine.]

Bridgeport, Conn., July 9.—The extreme heat of the weather has in some measure broken up the regular chain of communication. Three horses out of four attached to a stage, were driven so hard in order to be in time for the steamboat, that they fell and died almost immediately. It is agreed by all, that such intense heat has not been felt for many years.

[From Crichton's History of Arabia.]

THE ARTS.—"Their mathematical and mechanical knowledge the Arabs turn to various purposes of multiplying and improving the conveniences of life—such as the construction of aqueducts, baths, cisterns, and canals. Their acquaintance with hydraulics is manifested from the number of mills and other water-works employed in the useful process of irrigation. Accustomed to an arid and sultry climate, they considered the command of water to be a material requisite in every country where they settled. The *fontanos* or reservoirs in Spain, and the tanks in Africa, were either erected or restored by them. Their palaces and mosques were furnished with capacious cisterns. The gardens of the Alhambra contained sheets of water, in the surface of which the buildings were reflected; and in most of the principal cities fountains played in the streets as well as in the courts of the houses, by which the atmosphere was attempted during summer. In the famous palace of Toledo was a pond, in the midst of which rose a vaulted room of stained glass adorned with gold. In this apartment the caliph could enter untouched by the water, and sit while a cascade poured from above, with tapers burning before him. We are not aware that any discoveries of theirs in hydrostatics have been transmitted to us; but the titles of two works by the celebrated Alkendi are mentioned in Casiri, namely, on Bodies that Float on Water, and on Bodies that Sink.

"Architecture was an art in which the Arabs particularly excelled; and the revenues of kingdoms were expended in erecting public buildings, of which Jerusalem, Babylon, and Baalbec, afforded the most stupendous models. It has been observed as a circumstance worthy of remark, that no people ever constructed so many edifices as the Arabs, who extracted fewer materials from the quarry. From the Tigris to the Orontes, from the Nile to the Guadalquivir, the buildings of the first settlers were raised from the wreck of cities, castles, and fortresses, which they had destroyed.

"In the style of architecture, the Arabs, both of the east and the west, had a kindred resemblance, as appears by contrasting the disposition of the apartments of the Alhambra, and other remains of Moorish art, with the accounts given by travellers relative to the general mode of oriental buildings. While little attention comparatively was bestowed on the exterior of their mansions, on the furniture and accommodation within every thing was lavished that could promote luxurious ease and personal comfort. Their rooms were so contrived that no reverberation of sound was heard. The light was generally admitted in such a manner as, by excluding external prospects, to confine the admiration of the spectator chiefly to the ornaments and beauties of the interior. Their arrangements for ventilation were admirable; and by means of caleducts, or tubes of baked earth, warm air was admitted so as to

preserve a uniform temperature. The utmost labor and skill were expended in embellishing the walls and ceilings. Their tiles had a blue glazing over them; their paving bricks were made of different colors—blue, white, black, or yellow—which, when properly contrasted, had a very agreeable effect. Nothing is more astonishing than the durability of the Moorish edifices. The stucco composition on their walls became hard as stone; and even in the present century, specimens are found without a crack or a flaw on their whole surface. Their wood-work also, which is of a more fragile nature, still remains in a state of wonderful preservation. The floors and ceilings of the Alhambra have withstood the neglect and dilapidation of nearly 700 years; the pine wood continues perfectly sound, without exhibiting the slightest mark of dry-rot, worm, or insect. The coat of white paint retains its color so bright and rich, that it may be mistaken for mother of pearl."

"It is unquestionable that a great number of the inventions which at the present day add to the comforts of life, and without which literature and the arts could never have flourished, are due to the Arabs. They taught us the use of the pendulum in the measurement of time; and also of the telegraph, though not with all the speed and effect of modern improvement. The manufacture of silk and cotton was brought by them into Spain, as was probably the art of dying black with indigo. They introduced the use of camels and carrier pigeons into Sicily. The art of enamelling steel, the system of a national police, the principles of taxation, and the benefits of public libraries, were all derived from the same source. Rhyme, a pleasing characteristic of modern verse, though some have assigned to it a Gothic origin, was doubtless borrowed from the Saracens by the troubadours and Provençal bards, who derived from the same source the sentiment of honor, the mysticism of love, and the spirit of chivalry, so copiously infused into our early romances. Even Descartes, as Huet has asserted, was indebted to them for his celebrated metaphysical principle, *Cogito, ergo sum*. To them also belongs the honor of making us acquainted with the manufacture and use of paper. This invaluable commodity, it is true, had from a very remote period been made in China from the refuse of silk, bamboo, and other substances. About the year 649 the invention was introduced at Samarcand by the Tartars, who used cotton instead of silk; and when that flourishing city was subdued by the Moslems, the process was conveyed to Mecca, by Yussuf Amru (A. D. 706), where paper was made similar to that now manufactured, though it does not appear to have come immediately into general use. From Mecca the art spread through all the Arabian dominions. In Spain, which was renowned for this article from the 12th century downwards, flax, which grew there abundantly, was substituted for cotton, the latter being scarce and dear. Alphonso X. established paper-mills, and his example passed successively into France, Germany, and England.

"Gunpowder, the discovery of which is generally attributed to Schwartz, a German chemist, was known to the Arabs at least a century before any traces of it appear in European history. Though it is probable they may have derived their knowledge of this composition from the Indians, they certainly improved its preparation, and found out different ways of employing it in war. The mariner's compass has been alternately given to the Italians and the French; but Tiraboschi, notwithstanding his partiality for his country, is decidedly of opinion that the honor of its invention is due to the Arabs. Its adoption in Europe is

not older than the 13th century, while among the Arabs it was known in the eleventh. The polarity of the magnet is alleged to have been known to Aristotle; and something like the compass was in use among the Chinese; but as the Saracens paid considerable attention to navigation, and often undertook long and laborious voyages, history has with much probability assigned to them the discovery of the magnetic needle."

At Muscat, near the entrance of the Persian Gulf, "the water is good; the fruit of the best quality,—grapes, mangoes, peaches, plantains, figs, pomegranates, limes, melons, and dates. Nowhere is there greater variety of fish; in the bay they swarm like gnats in a summer evening; the rocks supply oysters and other shell-fish, all of which are sold at a very cheap rate. As the pasturage is scanty in this neighborhood, dried fish a little salted, and pounded date stones, form the chief articles of food for their cattle, of which they are very fond. Horses and sheep, as well as cows, are fed on this diet.

"Lands are commonly let on lease, or for an annual rent, usually payable in produce. Slaves are here, as in all other parts of Arabia, employed in agricultural labor; but they are treated with uniform kindness and indulgence. Oman is by no means celebrated for its manufactures. Turbans and waistbands, or girdles of cotton and silk, striped or checked with blue; cloaks, cotton, canvas, gunpowder, and arms of inferior quality; earthen jars, called *murtuban*, for the Zanguebar market,—comprise almost all their fabrics. They also prepare an esteemed sweetmeat, named *hulwah*, from honey or sugar, with the gluten of wheat, and ghee, and a few almonds.

"The price of live stock at Muscat is extremely various. Camels, according to their blood and quality, will bring from thirty to three hundred dollars apiece; goats from four to six; sheep from one and a half to six; mules are not reared, neither are horses abundant; but the asses of Oman are celebrated as the finest in Arabia. The price of the common kind varies from one to forty dollars; but the best breeds sell for very extravagant sums."

Food.—"The hardy and athletic frame of the Bedouins, or inhabitants of the desert, is to be ascribed in part to their abstemious habits. They are models of sobriety, and never indulge in luxuries, except on some festive occasion, or on the arrival of a stranger. Their usual articles of food are rice, pulse, dates, milk, butter, and flour. The common people eat bread made of *dhourra*, which is coarse and insipid. When they have no grid-iron, they roll the dough into balls and cook it among embers. They generally eat their bread while hot and only half baked."

The Fatal Escape.—"We have seldom had to record a case of more melancholy, and indeed romantic, domestic affliction than one which has lately occurred in the Isle of Man. A Miss Fell, a beautiful young lady, resident on that island, walked out to amuse herself on the cliffs near Douglass Head, from one of which she fell, and was precipitated upon a shelving rock at a considerable distance below. She was much bruised by the fall; the sea almost surrounded her, and the part on which it was bounded by the land was so precipitous, that escape was impossible. Here she remained for thirteen days and nights. Her voice became exhausted by her repeated attempts to render herself audible. A small well of spring water, which she fortunately found upon the cliff, afforded her only nourishment. On the fourteenth day, however, the waving of her handkerchief attracted the notice of a boatman, who rowed towards her, and found her almost insensible, on her knees, her hands clasped in the attitude of prayer, and her voice scarcely strong enough to disclose her residence. She was carried home, where she found her wretched mother worn out by her brother's illness and her own absence, and was only just in time to receive her dying breath. The wretched young lady, agonized and exhausted, terminated her own existence in a fit of insanity.—[London Paper.]

COMFORTS OF HUMAN LIFE.—The following picture is not overcharged, and might be much extended. Nearly each individual of the civilized millions that cover the earth may have the same enjoyments as if he were the sole lord of all. "A single man of small fortune may cast his looks around him, and say, with truth and exultation, I am lodged in a house that affords me conveniences and comforts, which even a king could not command some centuries ago. Ships are crossing the seas in every direction, to bring me what is useful from all parts of the earth. In China, men are gathering the tea leaf for me; in America, they are planting cotton for me; in the West Indies, they are preparing my sugar and my coffee; in Italy, they are breeding silk-worms for me; in Saxony, they are shearing the sheep to make me clothing; in England, powerful steam-engines are spinning and weaving for me, and making cutlery for me, and pumping the mines, that minerals useful to me may be produced. I have post-coaches running day and night, on all the roads, to carry my correspondence; I have roads and canals, and bridges, to bear the fuel for my winter fire. Then I have editors and printers, who daily send what is going on throughout the world, among all these people who serve me; and in a corner of my house I have books, the miracle of all my possessions, more wonderful than the wishing cap of the Arabian tales; for they transport me instantly, not only to all places, but to all times. By my books I can conjure up before me, in vivid existence, all the great and good men of antiquity; and for my individual satisfaction. I can make them act over again the most renowned of their exploits: the orators declaim for me: the historians recite: the poets sing: and from the equator to the pole, or from the beginning of time until now, by my books I can be where I please."—[Dr. Arnott.]

MEMOIR OF LAFAYETTE.

[From the *Encyclopedia Americana*.]

Lafayette, Gilbert Motier, (formerly Marquis de,) was born at Chavagnac, near Brioude, in Auvergne, September 6, 1757, was educated in the college of Louis le Grand, in Paris, placed at court, as an officer in one of the guards of honor, and, at the age of 17, was married to the grand-daughter of the duke of Noailles. It was under these circumstances that the young Marquis de Lafayette entered upon a career so little to be expected of a youth of vast fortune, of high rank, of powerful connections, at the most brilliant and fascinating court in the world. He left France secretly for America, in 1777, and arrived at Charleston, South Carolina, April 25, being then 19 years old. The state of this country, it is well known, was, at that time, most gloomy; a feeble army, without clothing or arms, was with difficulty kept together before a victorious enemy; the government was without resources or credit, and the American agents in Paris were actually obliged to confess that they could not furnish the young nobleman with a conveyance. "Then," said he, "I will fit out a vessel myself;" and he did so. The sensation produced in this country, by his arrival, was very great; it encouraged the almost disheartened people to hope for succor and sympathy from one of the most

powerful nations in Europe. Immediately on his arrival, Lafayette received the offer of a command in the continental army, but declined it, raised and equipped a body of men at his own expense, and then entered the service as a volunteer, without pay. He lived in the family of the commander-in-chief, and won his full affection and confidence. He was appointed major-general in July, and in September was wounded at Brandywine. He was employed in Pennsylvania and Rhode Island in 1778, and, after receiving the thanks of the country for his important services, embarked at Boston, in January, 1779, for France, where it was thought he could assist the cause more effectually for a time. The treaty concluded between France and America, about the same period, was, by his personal exertions, made effective in our favor, and he returned to America with the intelligence that a French force would soon be sent to this country. Immediately on his arrival, he entered the service, and received the command of a body of infantry of about 2,000 men, which he clothed and equipped, in part, at his own expense. His forced march to Virginia, in December, 1780, raising 2,000 guineas at Baltimore, on his own credit, to supply the wants of the troops; his rescue of Richmond; his long trial of generalship with Cornwallis, who boasted that "the boy could not escape him;" the siege of Yorktown, and the storming of the redoubt, are proofs of his devotion to the cause of American independence. Desirous of serving that cause at home, he again returned to France for that purpose.

Congress, which had already acknowledged his merits on former occasions, now passed new resolutions, (November 23, 1781,) in which, besides the usual marks of approbation, they desired the American ministers to confer with him in their negotiations. In France, a brilliant reputation had preceded him, and he was received with the highest marks of public admiration. Still he urged upon his government the necessity of negotiating with a powerful force in America, and succeeded in obtaining orders to that effect. On his arrival at Cadiz, he found 49 ships, with 20,000 men, ready to follow him to America, had not peace rendered it unnecessary. A letter from him communicated the first intelligence of that event to Congress. The importance of his services in France may be seen by consulting his letters in the correspondence of the American Revolution, (Boston, 1831.) He received pressing invitations, however, to revisit the country. Washington, in particular, urged it strongly; and, for the third time, Lafayette landed in the United States, August 4, 1784. After passing a few days at Mount Vernon, he visited Baltimore, Philadelphia, New-York, Boston, &c., and was every-where received with the greatest enthusiasm and delight. Previous to his return to France, Congress appointed a deputation, consisting of one member from each state, "to take leave of him on behalf of the country, and assure him that the United States regard him with particular affection, and will not cease to feel an interest in whatever may concern his honor and prosperity." After his return he was engaged in endeavoring to mitigate the condition of the Protestants in France, and to effect the abolition of slavery. In the Assembly of the Notables, in 1787, he proposed the suppression of *lettres de rachat*,

and of the state prisons, the emancipation of the Protestants, and the convocation of the representatives of the nation. When asked by the Count D'Artois, since Charles X., if he demanded the states-general—"Yes," was his reply, "and something better." Being elected a member of the states-general, which took the name of *national assembly*, (1789,) he proposed a declaration of rights, and the decree providing for the responsibility of the officers of the crown. Two days after the attack on the Bastille, he was appointed, (July 15,) commander-in-chief of the national guards of Paris. The court and national assembly were still at Versailles, and the population of Paris, irritated at this, had already adopted, in signs of opposition, a blue and red cockade, (being the colors of the city of Paris.) July 26, Lafayette added to this cockade the white of the royal arms, declaring at the same time that the tri-color should go round the world. On the march of the populace to Versailles, (October 5 and 6,) the national guards claimed to be led thither. Lafayette refused to comply with their demand, until, having received colors in the afternoon, he set off, and arrived at 10 o'clock, after having been on horseback from before daylight. He requested that the interior of the *chateau* might be committed to him; but this request was refused, and the outer posts only were entrusted to the national guards. This was the night on which the assassins murdered two of the queen's guards, and were proceeding to further acts of violence, when Lafayette, at the head of the national troops, put an end to the disorder, and saved the lives of the royal family. In the morning he accompanied them to Paris.

On the establishment of the Jacobin club at Paris, he organized, with Bailly, then Mayor of Paris, the opposing club of Feuillians. January 20, 1790, he supported the motion for the abolition of titles of nobility, from which period he renounced his own, and has never since resumed it. The constitution of a representative monarch, which was the object of his wishes, was now proposed, and July 13, 1790, was appointed for its acceptance by the king and the nation, and in the name of 4,000,000 national guards, Lafayette swore fidelity to the constitution. Declining the dangerous power of constable of France, or generalissimo of the national guards of the kingdom, after having organized the national militia, and defended the king from popular violence, he retired to his estates. The first coalition against France, (1792,) soon called him from his retirement. Being appointed one of three major-generals in the command of the French armies, he established discipline, and defeated the enemy at Phillipville, Maubeuge, and Florennes, when his career of success was interrupted by the domestic factions of his country. Lafayette openly denounced the terrible Jacobins, in his letter of June 19, in which he declared that the enemies of the revolution, under the mask of popular leaders, were endeavoring to stifle liberty under the excesses of licentiousness. June 20, he appeared at the bar of the assembly, to vindicate his conduct, and demand the punishment of the guilty authors of the violence. But the mountain had already overthrown the constitution, and nothing could be effected. Lafayette then offered to conduct the king and his family to Compiegne. This proffer being declined, he returned to the army, which

he endeavored to rally round the constitution. June 30, he was burnt in effigy at the Palais Royal; and August 5, was accused of treason before the assembly. Still he declared himself openly against the proceedings of August 10; but, finding himself unsupported by his soldiers, he determined to leave the country, and take refuge in some neutral ground. Some persons have charged General Lafayette with a want of firmness at this period, but it is without a full understanding of the situation of things. Conscious that a price was set on his head at home, knowing that his troops would not support him against the principles which were triumphing in the clubs and the assembly, and sensible that, even if he were able to protract the contest with the victorious faction, the frontiers would be exposed to the invasion of the emigrants and their foreign allies, with whom he would have felt it treason against the nation to have negotiated, he had no alternative. Having been captured by an Austrian patrol, he was delivered to the Prussians, by whom he was again transferred to Austria. He was carried, with great secrecy, to Olmutz, where he was subjected to every privation and suffering, and cut off from all communication with his friends, who were not even able to discover the place of his confinement until late in 1794.

An unsuccessful attempt was made to deliver him from prison by Dr. Bollman, a German, and Mr. Huger, (now Colonel Huger, of Charleston, S. C.) His wife and daughters, however, succeeded in obtaining admission to him, and remained with him nearly two years, till his release. Washington had written directly to the Emperor of Austria on his behalf, without effect; but after the memorable campaign of Bonaparte in Italy, the French government required that the prisoners at Olmutz should be released, which was done August 25, 1797, after a negotiation that lasted three months. Refusing to take any part in the revolutions of the 18th Fructidor, or of the 18th Brumaire, he returned to his estate at La Grange, and, declining the dignity of senator, offered him by Bonaparte, he gave his vote against the consulate for life, and, taking no further part in public affairs, devoted himself to agricultural pursuits. On the restoration of the Bourbons, in 1814, he perceived that their principles of government were not such as France required, and he did not therefore leave his retirement. The 20th March, 1815, again saw Napoleon on the imperial throne, and endeavoring to conciliate the nation by the profession of liberal principles. Lafayette refused, though urged through the mediation of Joseph, to see him, protested against the *acte additionnel* of April 22, declining the peerage offered him by the Emperor, but accepted the place of representative, to which the votes of his fellow-citizens called him. He first met Napoleon at the opening of the chambers: the Emperor received him with great marks of kindness, to which, however, he did not respond; but, although he would take no part in the projects of Napoleon, he gave his vote for all necessary supplies, on the ground that France was invaded, and that it was the duty of all Frenchmen to defend their country. June 21, Napoleon returned from Waterloo, and it was understood that it was determined to dissolve the house of representatives, and establish a dictatorship. Two of his counsellors informed

Lafayette that, in two hours, the representative body would cease to exist. Immediately on the opening of the session, he ascended the tribune, and addressed the house as follows: "When, for the first time, after an interval of many years, I raise a voice which all the old friends of liberty will recognise, it is to speak of the danger of the country, which you only can save. This, then, is the moment for us to rally round the old tricolor standard, the standard of '89, of liberty, of equality of public order, which we have now to defend against foreign violence and usurpation." He then moved that the house declare itself in permanent session, and all attempts to dissolve it high treason; that whoever should make such an attempt should be considered a traitor to the country, &c. In the evening, Napoleon sent Lucien to the house, to make one more effort in his favor. Lucien, in a strain of impassioned eloquence, conjured the house not to compromise the honor of the French nation by inconstancy to the Emperor. At these words, Lafayette rose in his place, and addressing himself directly to the orator, exclaimed, "Who dares accuse the French nation of inconstancy to the Emperor? Through the sands of Egypt and the wastes of Russia, over fifty fields of battle, this nation has followed him devotedly, and it is for this that we now mourn the blood of three millions of Frenchmen." This appeal had such an effect on the assembly, that Lucien resumed his seat without finishing his discourse. A deputation of five members from each house was then appointed to deliberate in committee with the council of ministers. Of this deputation, General Lafayette was a member, and he moved that a committee should be sent to the Emperor to demand his abdication. The arch-chancellor refused to put the motion; but the Emperor sent in his abdication the next morning, (June 22.)

A provincial government was formed, and Lafayette was sent to demand a suspension of hostilities of the armies, which was refused. On his return, he found Paris in possession of the enemy; and, a few days after, (July 8,) the doors of the representatives' chamber was closed, and guarded by Prussian troops. Lafayette conducted a number of the members to the house of Lanjuinais, the president, where they drew up a protest against this act of violence, and quietly separated. Lafayette now retired once more to La Grange, where he remained to 1818, when he was chosen member of the Chamber of Deputies. Here he continued to support his constitutional principles, by opposing the laws of exceptions, the establishment of the censorship of the press, the suspension of personal liberty, &c., and by advocating the cause of public instruction, the organization of a national militia, and the inviolability of the charter. In June, 1824, he landed at New-York, on a visit to the United States, upon the invitation of the President, and was received in every part of the country with the warmest expressions of delight and enthusiasm. He was proclaimed, by the popular voice, "the guest of the nation," and his presence every where was the signal for festivals and rejoicings. He passed through the twenty-four states of the Union in a sort of triumphal procession, in which all parties joined to forget their dissensions, in which the veterans of the war renewed their youth, and the young were carried back to the do-

ings and sufferings of their fathers. Having celebrated, at Bunker Hill, the anniversary of the first conflict of the revolution, and, at Yorktown, that of its closing scene, in which he himself had borne so conspicuous a part, and taken leave of the four ex-Presidents of the United States, he received the farewell of the President, in the name of the nation, and sailed from the capital in a frigate, named, in compliment to him, the *Brandywine*, September 7, 1825, and arrived at Havre, where the citizens, having peaceably assembled to make some demonstrations of their respect for his character, were dispersed by the *gend'armerie*. In December following, the Congress of the United States made him a grant of \$200,000, and a township of land, "in consideration of his important services and expenditures during the American revolution." The grant of money was in the shape of stock, bearing interest at six per cent., and redeemable December 31, 1834. In August, 1827, he attended the obsequies of Manuel, over whose body he pronounced a eulogy. In November, 1827, the Chamber of Deputies was dissolved. Lafayette was again returned a member by the new elections. Shortly before the revolution of 1830, he travelled to Lyons, &c., and was enthusiastically received—a striking contrast to the conduct of the ministers towards him, and an alarming symptom to the despotic government. During the revolution of July, 1830, he was appointed general-in-chief of the national guards of Paris, and though not personally engaged in the fight, his activity and name were of the greatest service.

To the Americans, Lafayette, the intimate friend of Washington, had appeared in his last visit almost like a great historical character returning from beyond the grave. In the eyes of the French, he is a man of the early days of their revolution—a man, moreover, who has never changed side or principle. His undeviating consistency is acknowledged by all, even by those who did not allow him the possession of first-rate talents. When the national guards were established throughout France, after the termination of the struggle, he was appointed their commander-in-chief, and his activity in this post was admirable. August 17, he was made marshal of France. His influence with the government seems to have been, for some time, great; but whether his principles were too decidedly republican to please the new authorities, (a few days after the adoption of the new charter, he declared himself a pupil of the American school,) or whether he was considered as the rallying point of the republican party, or whatever may have been the reason, he sent his resignation in December, 1830, which was accepted, and Count Lobau appointed chief of the national guards of Paris. Lafayette declared from the tribune, that he had acted thus in consequence of the distrust which the power accompanying his situation seemed to excite in some people. On the same occasion he also expressed his disapprobation of the new law of election. Shortly before his resignation, he exerted himself most praise-worthily to maintain order during the trial of the ex-ministers. The Poles lately made him first grenadier of the Polish national guards. We are unable to state what were Lafayette's views respecting the best government for France in its present condition, though undoubtedly, in its abstract, he preferred a republic.

AGRICULTURE, &c.

HARVESTING.—It is asserted, as a general rule, that the proper time to reap wheat, or rye, is when the straw begins to shrink and become white about half an inch below the ear. This appearance is a sure indication that the grain has ceased to receive nourishment from the roots of the plant; and by cutting early, provided it is not taken to the barn or stack too green, the following advantages will be gained: First, the grain will make more and whiter flour. 2d. There will be less wasted by the grain's shelling. 3d. By commencing harvest early, you will have a fairer prospect of finishing before the last cuttings become too ripe, so that much of the grain will shell out in reaping and securing the crop. 4th. If you cut your grain as soon as it will answer, your straw and chaff will contain much more nourishment than if it were bleached and made brittle by the sun, air, dew, and rain, all of which combine to deprive it of most of its value for fodder. 5th. Should you plough in your stubble immediately after harvest, or mow it and secure it for fodder or litter, (either of which modes of management is perfectly consonant with the rules of good husbandry,) the stubble will make much better food for your cattle, or manure for your ground, than if it had yielded all its sweets, and much of its substance, to the greedy elements above mentioned.

If your wheat or rye is much affected by blight or rust, it should be cut even while still in the milk, and afterwards exposed to the sun and air, till the straw is sufficiently dry, and the grain so much hardened, that it will answer to deposit in the barn or stack. The heads, in such cases, should be so placed by the reapers as not to touch the ground. This may be done by laying the top ends of each handful on the lower end of the preceding one.

If your grain is encumbered with grass or weeds, you must cut it pretty near the top, in order to avoid as much as possible those extraneous substances. It will also be necessary to reap somewhat earlier than might be otherwise expedient, that you may have time to dry the weeds without danger of the grain's shelling out. If your grain is very ripe when you harvest it, the bands should be made early in the morning while the straw is moist and pliable. And Dr. Deane recommended, in such cases, to bind the sheaves when the air begins to be damp towards evening, as the least degree of moisture will toughen the straw.

It has been recommended by several English writers to bind the wheat as well as rye with only one length of the straw. If the straw is pretty long, and not very thoroughly dry, this may be good economy. You save the trouble of making bands; your wheat will dry better in the sheaf, (as the sheaves must of course be small,) and though it may take some more time and trouble to pitch and handle it, we believe the advantages, in many cases, will turn the scale in favor of binding wheat with single lengths of straw.

In stowing wheat or rye, some persons deposit the sheaves on a mow of hay; but this is a bad plan, as the grain presses the hay so that it is apt to become musty, and communicate a musty or mouldy taint to the super-incumbent grain; which will be harder to thresh, than if it had a more dry and airy location. It may be placed on a scaffold of

rails, laid on the beams, and over the floor of a barn; though it is not so easy to procure it for threshing, as if it were left on a scaffold of less elevation. But this disadvantage may be more than compensated by its being in a situation favorable for drying. If there is a deficiency of barn room, the sheaves may be stored in stacks. In that case, care should be taken that the grain may not draw moisture from the ground, by laying boards, straw, or rubbish, under the stack. A better way still is to have a tight floor of boards, mounted on four blocks set in the ground, and so high from the ground as to prevent the entering of vermin.

In building a stack, care should be taken to keep the seed-ends of the sheaves in the middle, and a little higher than the outer ends. No fowls can then come at the grain; and the rain that falls on the outer ends will run off, and not pass towards the centre. The stack should be well topped with straw, that the rain may be completely turned off.

Oats.—It is advised to harvest oats before the straw has wholly turned yellow. The straw will be of little value, if permitted to stand till it becomes white and destitute of sap. Though oats should be well dried on the ground after cutting, they should not be raked or handled when in the driest state. They should be gathered mornings and evenings, when the straw is made limber and pliable by the moisture of the air. If they are housed while a little damp, there will be no danger if they have been previously thoroughly dried.

Barley.—We are told by the wise men of agriculture, that some of the rules which should be observed in harvesting wheat, rye, and oats, will not apply to barley. Willich's Domestic Encyclopedia states, that 'with respect to the time when barley is fit to be mowed, farmers frequently fall into the error of cutting it before it is perfectly ripe; thinking it will attain to perfect maturity if it lie in the swath. This, however, is a very common error, as it will shrivel in the field, and afterwards make but an indifferent malt; it also threshes with more difficulty, and is apt to be bruised under the flail. The only certain test of judging when it is fit to mow, must be from the dropping and falling of the ears, so as to double against the straw. In that state, and not before, it may be cut with all expedition, and carried in without danger to the mow.'

Dr. Dean's New-England Farmer states, that 'Some have got an opinion that barley should be harvested before it is quite ripe. Though the flour may be a little whiter, the grain shinks so much that the crop seems greatly diminished and wasted by early cutting. No grain, I think, requires more ripening than this; and it is not apt to scatter out when it is very ripe. It should be threshed soon after harvesting; and much beating, after it is cleared from the straw, is necessary in order to get off the beards. Let it lie a night or two in the dew, after it is cut, and the beards will come off the more easily.—[N. E. Farmer.]

Cultivation of Hops. By LATHAM. [For the New-York Farmer and American Gardener's Magazine.]

In endeavoring to comply with your wish, to give you the detail of a well cultivated Hop ground, I have done so as briefly as possible. Having found a soil, a friable

loam or clay, suitable, as also a site well protected from the northerly winds, and determined on the number of acres to be cultivated, we proceeded to enrich and get the ground into a good state, not sparing the manure of well decomposed horse dung, or, if practicable, sheep, fed off with turnips as a preparatory crop; at any rate, the land must be free from root weeds. In England, vegetation not being so luxuriant, closer planting would be used; but in this country, about 12 feet by 12 will be a good distance.

We will suppose the ground marked out, and holes dug ready for the reception of the sets or cuttings. Lay the lower spit of earth aside, and reverse the upper to be a richer receptacle for the sets; insert three, and cover with the lower spit; if the top soil is as it should be, application of manure is not now necessary. Let the hole be about 18 inches over, and 18 inches deep; mark each set with a small stick.

In the second week in March, if open weather, the shoots will appear; now dig over all the ground, and in a week or two put to each hill a small stake, 4 or 5 feet high: see that the vine readily takes to the pole. Although few or no hops can be expected the first season, yet the plants acquire much strength from climbing the poles. I should have observed, that in the previous autumn the sets should have been placed in the ground, although many prefer the spring planting. When the vine has become withered, the poles may be taken away; this, with always keeping under the weeds, will be all that is necessary the first season. There will be ample room to take an intermediate crop the first season, such as a line of potatoes, turnips, &c. &c.

As soon as the shoots appear in March, the second year, begin to dig all around, and uncover the hills, laying bare the shoots, so that all the vine, with an inch of the crown of the plant, may be cleanly cut off from the hill: a shoemaker's knife, very sharp, is the best tool. The proper shoots will soon appear. Early in April, to each hill put two poles, of about ten or twelve feet high; the third season they will require three poles of fourteen or fifteen feet, and four for all after seasons. Now, to each pole, in May, or when the vine is advanced about eighteen inches in length, select three well grown and clean topped shoots, to tie to the poles, with rushes procured the year previous, and carefully dried. At intervals, the vines must be attended to in climbing the poles. Manure should be added around each hill, and well forked in, though the best season for the application of manures is previous to the spring, or first digging, when it is best incorporated. Variety of manures may be applied with much effect, as old woollen rags cut up, fish, night soil, and, now and then, lime, as a ready means of adapting other manures to be absorbed by the feeding vessels of the plants. At one season, all around the plant will be found a multitude of small fibres put forth in search of food.

The time of picking the hops from the poles will be about the beginning of September; and the period is known by the seed being surrounded by a fine yellow dust, and feeling clammy on pressure; also, the seed itself is purple, the whole capsule is crisp to the feel, and a small leaf, called the lamb's tongue, appears. The future preservative

quality of the hop depends much on the drying. Nothing but practice and great care can perfect that operation; an empyreumatic flavor will be acquired by too much heat, or must and mould by imperfect drying, either deteriorating the value in a great degree.

LATHAM.

ENGLISH TURNIPS.—Every farmer will find it profitable to raise a quantity of these roots. The Mangel Wurtzel and the Ruta Baga, useful as they undoubtedly are, will not completely supersede, nor altogether supply the place of the old fashioned English turnip. In the Memoirs of the Board of Agriculture of the State of New-York, vol. i, page 26, we find the following remarks on the best mode of cultivating this valuable root.

‘There is no difficulty in raising turnips on new land; but it is very desirable to know the best mode of raising them, at least a small patch every year, on old farms. Mr. Henry De Bois, of this county, [Rensselaer,] and Maj. E. Cady, of Columbia county, say, that they have succeeded in obtaining good crops several years in succession by the following process. Turn over a turf of old sward the first week in June. Yard your cattle at night on this, in the proportion of six head at least to a quarter of an acre, until the 20th of July. Then harrow lengthwise the furrows, so as not to disturb or overturn them, and sow in the proportion of about half a pound of seed per acre.

‘If it is not convenient to yard cattle upon it sufficiently, about two inches of well rotted manure harrowed in as above, will do as a substitute. Mr. C. R. Colden applies the manure by strewing it in shallow furrows two feet apart, then buries the manure by two side furrows, and harrows the ground level, lengthwise of the furrows. This method requires less manure, and he has the advantage of hoeing the turnips in drills.’

We recollect, likewise, that we have read in several of our New-England newspapers that fine turnips have been raised by ploughing up old sward ground, some time in June, harrowing well and sowing from the 1st to the 20th of July, and this without the application of manure. But there can be no doubt that folding sheep or horned cattle on the land thus ploughed would very much enhance the crop.

All American writers on this subject, whose works we have perused, advise to sow seed of the common English turnip as late as about the middle of July. They tell us that late sowed turnips are much the best for the table, and that they are less liable to be injured by insects, if sown so late, than when sown much earlier in the season.

Turnips are frequently if not most generally raised in the United States as a second crop, and no doubt this practice is often very eligible, and may be perfectly consonant with the soundest maxims of good husbandry. But when it is intended to *make the most of your crop of turnips*, or to obtain as great a product as possible for the purpose of feeding cattle, we do not perceive any objection to giving turnips a larger portion of the season to grow in, than has been with us the general practice.

An English writer on agriculture, whose remarks on this and other agricultural topics appear to us to be judicious, and to display a thorough knowledge of the subjects of his

essays, says, ‘It is not pretended that there lies any solid objections to early sowing of turnips, simply considered; on the contrary, such seems to be the most proper means of obtaining a full crop; but the advantages of early sowing, whatever they be, are given up; and the season postponed from near three to five months by way of retarding the growth of the crop; that it may last to a later period in the spring, and receive less damage from the frosts than that to which it would be liable in its early maturity. The disadvantages attending this plan are a crop far inferior in weight to what might be obtained from the land; the very common risk of destruction from drought and fly. The weight and perfection of the turnips, being the objects, the land may be got ready for them as for any other early spring crop, and the seed sown with the first warm showers. This will afford ample scope for re-sowing, should the first seed fail, of which, however, granting it to be good, and the land sufficiently fine, I believe there is scarcely any risk.’

‘As to any advantages of a crop previous to the turnips, nothing scarcely can stand in competition with the first crop of roots.

‘The true turnip-soil is a deep sand, or sandy loam. Every gardener knows the proper time to begin hoeing turnips. In general, when the plants spread a circle of about four inches they are ready for the first hoeing. They are commonly left about a foot asunder. The second hoeing three weeks after the first.’

Those who desire to go extensively and successfully into the turnip culture should raise their own seed from the finest transplanted roots. An English cultivator says, ‘It is wonderful what a small quantity of seed suffices for an acre of ground, and indeed equally so how it can be delivered and spread over such a breadth. A pint might be more than enough, but it is usual to broad-cast a quart on an acre.’

Dr. Dean’s New-England Farmer asserts that ‘the quantity of seed sown on an acre is never less than one pound, frequently a pound and a half, and by some two. According to the same work, it is very necessary for the success of the crop that a heavy roller be passed over the field immediately after harrowing in the seed, provided the ground is sufficiently dry, or as soon as it is in a fit condition. By this means the clods are broken, and much of the seed that would otherwise be exposed to birds, &c., will be covered, and the surface rendered smooth and compact thereby, and consequently more retentive of moisture, which will greatly promote the vegetation of the seed and growth of the plants.

If a quantity of lime were sowed over the field immediately after putting in the seed, it would probably preserve the crop against insects, and prevent the turnips becoming spongy, as well as increase their size. Unleached ashes, soot, and plaster, have also been highly recommended as manure for turnips. Thomas Melville, Jun. Esq. of Pittsfield, Mass., in raising a crop which received the premium from the Massachusetts Agricultural Society in 1817, and which amounted to about 750 bushels to the acre, sowed his seeds in drills of twenty-eight inches the 21st of June, on ground previously well manured. The following day sowed on the acre thirty bushels slacked lime and fifteen bushels house ashes.

What we have said about the *early sowing* of turnips we would merely suggest as a hint, or something to be thought of, and perhaps become a matter of experiment. It appears to us that our custom of sowing turnips so late in the season, as is commonly practised, is an usage borrowed from the British husbandry without duly considering the difference of our climate from that of Great Britain, and the different uses to which this crop is commonly applied in the two countries. In England they usually feed turnips off the ground with sheep; or draw them for neat cattle during the winter as fast as they are wanted, and often let them stand in the field till spring, to supply green food for sheep at the time of their yearning, &c. But in the United States, this crop must be harvested in autumn and secured from frost; and it would seem to be desirable that they should have had time to obtain their full growth before they are gathered.

‘Ellis, an old writer on husbandry, says, “Turnips sowed about 24 hours after they are up will be entirely secured from the fly.” Some advise, and it may be well, if not too much trouble, to leach-soot and sprinkle the young turnips with the liquor. M’Mahon, in treating of the cultivation of turnips, says, “the plants should be left from seven to twelve inches every way; this must be regulated according to the strength of the land, the time of sowing, and the kind of turnips cultivated; strong ground and early sowing always producing the largest roots.”

‘The width of the hoe should be in proportion to the medium distance to be left between the plants, and this to their expected size.

‘The critical time of the first hoeing is, when the plants, as they lie spread on the ground, are nearly the size of the palm of the hand; if, however, seed-weeds be numerous and luxuriant, they ought to be checked before the turnip-plants arrive at that size; lest being drawn up, tall and slender, they should acquire a weak and sickly habit.

‘A second hoeing should be given when the leaves are grown to the height of eight or nine inches, in order to destroy weeds, loosen the earth, and finally to regulate the plants; a third, if found necessary, may be given at any subsequent period.

‘Here will the farmer exclaim against the expense and trouble of hoeing; but let him try one acre in this way, and leave another of the same quality to nature, as is too frequently done, and he will find that the extra produce of the hoed acre will more than compensate for the labor bestowed.

‘Loudon says Arch. Garrie, a Scottish gardener of merit, tried steeping the seed in sulphur, sowing soot, ashes, and sea-sand, along the drills, all without effect. At last he tried dusting the rows, when the plants were in the seed-leaf, with quick-lime, and found that effectual in preventing the depredations of the fly. “A bushel of quick-lime,” he says, “is sufficient to dust over an acre of drilled turnips, and a boy may soon be taught to lay it on almost as fast as he could walk along the drills. If the seminal leaves are powdered in the slightest degree, it is sufficient; but should the rain wash the lime off before the turnips are in the rough leaf, it may be necessary to repeat the operation, if the fly begins to make its appearance.”

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LITERARY NOTICES.

PARLEY'S MAGAZINE, Vol. I. for 1833-4. Boston: LILLY, WAIT & Co.—This is really a very captivating volume. It is the collection for a year of the little semi-monthly numbers, which make, when neatly bound up, a book of 416 pp. with a list of contents at the end, referring to every marking fact in the volume. There is a great quantity of useful information contained in these pages, and in a very attractive form, with numerous wood-cuts—and all for one dollar.

PETER PARLEY'S BOOK OF BIBLE STORIES, for Children and Youth. Boston: LILLY, WAIT & Co.—The compiler states this to be made up, for the most part, from two little books recently published in England, the one entitled "Bible Letters," the other, "Gospel Stories." It consists of extracts, thrown into a familiar narrative, of the chief incidents communicated in the Old and New Testaments, is illustrated by engravings, and is well calculated to excite a desire in youthful minds to peruse, more at large, in the Bible itself, the events here only presented in outline.

THE NEW TESTAMENT—stereotype edition. Boston: LILLY, WAIT & Co.—Fine, clear print, and good paper, render this an excellent edition of the Book of books.

THE PARENT'S CABINET OF AMUSEMENT AND INSTRUCTION, No. 1. Boston: LILLY, WAIT, COLMAN, & HOLDEN.—A very pretty little volume of about 150 pages, occupied partly with amusing stories, intended to inculcate in an agreeable manner, some point of good feeling or good morals, and partly with familiar lessons in, and illustrative of, natural history and physical science. It is to be continued in ten successive numbers, and will, we think, add another useful series to the numbers of books now published and publishing for the instruction of childhood and youth.

We may add, generally, of all these publications from the press of Lilly, Wait & Co. that they are excellent in their mechanical execution.

CURIOSITIES OF LITERATURE, Second Series. 2 vols. by I. D'ISRAELI. Boston: LILLY, WAIT, COLMAN & HOLDEN. New York: GOODRICH & WILEY.—There is scarcely any more agreeable miscellaneous reading than that which the taste, the research, and the cultivated mind of the elder D'Israeli have collected in these two series of the Curiosities of Literature. Nor is it merely as agreeable reading that these volumes recommend themselves; for they are, too, full of instruction, by unveiling much of the private life and character of distinguished individuals, and frequently by elucidating obscure historical points, by reference to some document neglected or unknown, which the perseverance of this author has brought to light. Of this latter character is the paper we extract to-day concerning "the secret history of the death of Queen Elizabeth, and of the nomination of her successor."

We have only to recommend the style in which these volumes are published.

Secret History of the Death of Queen Elizabeth.—Elizabeth, from womanish infirmities, or from state reasons, could not endure the thoughts of her successor; and long threw into jeopardy the politics of all the cabinets of Europe, each of which had its favorite candidate to support. The legitimate heir to the throne of England was to be the creature of her breath, yet Elizabeth would not speak him into existence! This had, however, often raised the discontent of the nation, and we shall see how it harassed the queen in her dying hours. It is even suspected that the queen still retained so much of the woman, that she could never overcome her perverse dislike to name a successor, so that according to this opinion, she died and left the crown to the mercy of a party! This would have been acting

unworthy of the magnanimity of her great character; and as it is ascertained that the queen was very sensible that she lay in a dying state several days before the natural catastrophe occurred, it is difficult to believe that she totally disregarded so important a circumstance. It is, therefore, reasoning *a priori*, most natural to conclude, that the choice of a successor must have occupied her thoughts, as well as the anxieties of her ministers; and that she would not have left the throne in the same unsettled state at her death as she had persevered in during her whole life. How did she express herself when bequeathing the crown to James the First, or did she bequeath it at all?

In the popular pages of her female historian, Miss Aikin has observed, that 'the closing scene of the long and eventful life of Queen Elizabeth was marked by that peculiarity of character and destiny which attended her from the cradle, and pursued her to the grave.' The last days of Elizabeth were, indeed, most melancholy—she died a victim of the higher passions, and perhaps as much of grief as of age, refusing all remedies and even nourishment. But in all the published accounts, I can nowhere discover how she conducted herself respecting the circumstance of our present inquiry. The most detailed narrative, or as Gray the poet calls it, 'the Earl of Monmouth's odd account of Queen Elizabeth's death,' is the one most deserving notice; and there we find the circumstance of this inquiry introduced. The queen, at that moment, was reduced to so sad a state, that it is doubtful whether her majesty was at all sensible of the inquiries put to her by her ministers respecting the succession. The Earl of Monmouth says, 'on Wednesday, the 23d of March, she grew speechless. That afternoon, by signs, she called for her council, and by putting her hand to her head when the king of Scots was named to succeed her, they all knew he was the man she desired should reign after her.'—Such a sign as that of a dying woman putting her hand to her head was, to say the least, a very ambiguous acknowledgement of the right of the Scottish monarch to the English throne. The 'odd' but very naïve account of Robert Cary, afterwards Earl of Monmouth, is not furnished with dates, nor with the exactness of a diary. Something might have occurred on a preceding day which had not reached him. Camden describes the death-bed scene of Elizabeth; by this authentic writer it appears that she had confided her state-secret of the succession to the lord admiral (the Earl of Nottingham); and when the earl found the queen almost at her extremity, he communicated her majesty's secret to the council, who commissioned the lord admiral, the lord keeper, and the secretary to wait on her majesty, and acquaint her that they came in the name of the rest to learn her pleasure in reference to the succession. The queen was then very weak, and answered them with a faint voice, that she had already declared, that as she held a regal sceptre, so she desired no other than a royal successor. When the secretary requested her to explain herself, the queen said, 'I would have a king succeed me: and who should that be but my nearest kinsman, the king of Scots?' Here this state-conversation was put an end to by the interference of the archbishop advising her majesty to turn her thoughts to God. 'Never,' she replied, 'has my mind wandered from him.'

An historian of Camden's high integrity would hardly have forged a fiction to please the new monarch; yet Camden has not been referred to on this occasion by the exact Birch, who draws his information from the letters of the French ambassador, Villeroy; information which it appears the English ministers had confided to this ambassador; nor do we get any distinct ideas from Elizabeth's more recent popular historian, who could only transcribe the account of Cary. He had told us a fact which he could not be mistaken in, that the queen fell speechless on Wednesday, 23d of March, on which day, however, she called her council, and made that sign with her hand, which, as the lords chose to understand, for ever united the two kingdoms. But the noble editor of Cary's Memoirs (the Earl of Cork and Orrery,) has observed, that "the speeches made for Elizabeth on her death-bed are all forged." Echard, Rapin, and a long string of historians, make her say faintly (so faintly indeed that it could not possibly be heard,) 'I will that a king succeed me, and who should that be but my nearest kinsman the king of Scots?' A different account of this matter will be found in the following memoirs. 'She was speechless, and almost expiring, when the chief counsellors of state were called into her bed-chamber. As soon as they were perfectly convinced that she could not utter an articulate word, and scarce could hear or understand one, they named the king of Scots to her, a liberty they dared not to

have taken if she had been able to speak; she put her hand to her head, which was probably at that time in agonizing pain. The lords, who interpreted her signs just as they pleased, were immediately convinced that the motion of her hand to her head was a declaration of James the Sixth as her successor. What was this but the unanimous interpretations of persons who were adoring the rising sun?

This is lively and plausible; but the noble editor did not recollect that 'the speeches made by Elizabeth on her death-bed,' which he deems 'forgeries,' in consequence of the circumstance he had found in Cary's Memoirs, originate with Camden, and were only repeated by Rapin and Echard, &c. I am now to confirm the narrative of the elder historian, as well as the circumstance related by Cary, describing the sign of the queen a little differently, which happened on Wednesday 23d. A hitherto unnoticed document pretends to give a fuller and more circumstantial account of this affair, which commenced on the preceding day, when the queen retained the power of speech; and it will be confessed that the language here used has all that loftiness and brevity which was the natural style of this queen. I have discovered a curious document in a manuscript volume formerly in the possession of Petyt, and seemingly in his own hand-writing. I do not doubt its authenticity, and it could only have come from some of the illustrious personages who were the actors in that solemn scene, probably from Cecil. This memorandum is entitled,

'Account of the last words of Queen Elizabeth about her Successor.'

'On the Tuesday before her death, being the twenty-third of March, the admiral being on the right side of her bed, the lord keeper on the left, and Mr. Secretary Cecil (afterwards Earl of Salisbury) at the bed's feet, all standing, the lord admiral put her in mind of her speech concerning the succession had at Whitehall, and that they, in the name of all the rest of her council, came unto her to know her pleasure who should succeed; whereunto she thus replied:

'I told you my seat had been the seat of kings, and I will have no rascal to succeed me. And who shall succeed me but a king?

'The lords not understanding this dark speech and looking one on the other; at length Mr. Secretary boldly asked her what she meant by those words, that no rascal should succeed her. Whereunto she replied, that her meaning was, that a king should succeed: and who, quoth she, should that be but our cousin of Scotland?

'They asked her whether that were her absolute resolution? whereunto she answered, I pray you trouble me no more; for I will have none but him. With which answer they departed.

'Notwithstanding, after again, about four o'clock in the afternoon the next day, being Wednesday, after the Archbishop of Canterbury, and other divines, had been with her, and left her in a manner speechless, the three lords aforesaid repaired unto her again, asking her if she remained in her former resolution, and who should succeed her? but not being able to speak, was asked by Mr. Secretary in this sort, 'We beseech your majesty, if you remain in your former resolution, and that you would have the king of Scots to succeed you in your kingdom, show some sign unto us: whereat, suddenly heaving herself upwards in her bed, and putting her arms out of bed, she held her hands jointly over her head in manner of a crown; whence, as they guessed, she signified that she did not only wish him the kingdom, but desire continuance of his estate: after which they departed, and the next morning she died. Immediately after her death, all the lords, as well of the council as other noblemen that were at the court, came from Richmond to Whitehall by six o'clock in the morning, where other noblemen that were in London met them. Touching the succession, after some speeches of divers competitors and matters of State, at length the admiral rehearsed all the aforesaid premises which the late queen had spoken to him, and to the lord keeper, and Mr. Secretary, (Cecil,) with the manner thereof; which they being asked, did affirm to be true upon their honor.'

Such is this singular document of secret history. I cannot but value it as authentic, because the one part is evidently alluded to by Camden, and the other is fully confirmed by Cary; and besides this, the remarkable expression of 'rascal' is found in the letter of the French ambassador. There were two interviews with the queen, and Cary appears only to have noticed the last on Wednesday, when the queen lay speechless. Elizabeth all her life had persevered in an obstinate mysteriousness respecting the succession, and it harassed her latest mo-

ments. The second interview of her ministers may seem to us quite supernumerary; but Cary's 'putting her hand to her head,' too meekly describes the 'joining her hands in manner of a crown.'

THE AMERICAN QUARTERLY REVIEW; No. XXX. Philadelphia: KEY & BIDDLE.—Here is a number which must satisfy the utmost wishes of those who insist that American Reviewers should occupy themselves solely or chiefly with American subjects—for, without exception, every paper is founded on American publications—although, as in Article XII, the translation of *Euphemia of Messina* is used mainly as the apology for a dissertation on Italian tragedy, as "Letters descriptive of Public Monuments, Scenery, &c. in France and Spain" afford the occasion of a somewhat minute description of Paris life, and localities. The number, however, is entitled to the higher praise of treating several very interesting subjects with great ability. We will briefly refer to some of them. The first paper is on the Writings of Washington, two volumes of which, as our readers know from a previous notice in this paper, have been published by Mr. Sparks.—The spirit in which the notice of these writings is conceived, may be judged by the following prefatory remarks:

At this period, particularly, it is good to dwell upon the deeds and virtues of Washington—his calm dignity—his noble modesty and distrust of his own powers—his disinterested generosity, and devotion of his all to the cause of his country. Now, when so frightful a change has come over the spirit of our rulers; when, instead of the hesitation, even in the exercise of clearly granted powers, which, as we shall see, characterized the acts of George Washington, our executive officers seem determined to consider themselves as placed at the helm of government to try how far they can strain constructive powers, or with what success they can usurp new; and deserting the safe path marked out by the experience of their predecessors, endeavor at novel and untried experiments upon the peace and happiness and comfort of the nation; when temperate conduct and temperate speech, those exterior demonstrations of a sense of the dignity of a high office, to which even the most absolute monarchs have been anxious to manifest their deference, have given way to disgraceful ebullitions of passion in language and action: when the devotion which marked our forefathers, and, which, in their instance, was manifested for their country and their whole country, has been narrowed down to a selfish attachment to party; when so many of our countrymen have raised up false idols, and seem willing to sacrifice on their altars the dearest interests of their neighbors; and when, O, blind infatuation! inferior men, these false idols, have been confidently compared to our Washington,—we say, in such seasons, it is profitable to perceive, by what fell from his own lips, what he was—to judge him by the undisguised statement of his own views and feelings—to trace this record from his earliest years, and to see his private conduct and his private virtues. Beholding, in such an examination, no sin of early youth to be lamented; no excesses of passion or of false feeling to draw a blush to the cheeks of age, we may with full confidence in the result of a candid comparison, present the portrait to all our countrymen, and asking them to "look upon this picture," and "on this," beg them to discard from their minds the unnatural vision in which any would be placed on a level with our great first president.

It is impossible for any one to dwell upon the character of Washington as Time and the Grave have irrevocably sealed it, without feeling the full force of these remarks, or being shocked with the irreverence which would compare a living Idol with him, who has no parallel.

To those who, having any pretension to a library, have neglected to possess themselves of these volumes, the article in the Review will serve as a stimulus, we apprehend, to repair, as soon as may be, the omission.

The second paper is on the *Life of Hamilton*, of which the first volume has recently been published by his son, John C. Hamilton. As it is our purpose, in the course of next week,

if possible, to prepare a review of this book ourselves, we only add here, in reference to the article before us, that it is written with a deep and just sense of the value of the services and of the superior talents of that man, who, when time shall have dissipated or buried the calumnies of which he was the special object, will be acknowledged to have been second only to the Father of his Country.

The third paper presents a rapid and interesting sketch of the history of the Italian tragedy. Paper four is a capital review of Dr. Cox's book abusing the Quakers. It shows up the reverend divine in all his eccentricities, inconsistencies and intolerance, and goes far to prove, in connection with the profane and indecent lectures on the color and person of our Saviour, which, as we learn, this same personage is delivering to crowds of females at his Church in Lighthouse street, that he ought not to be permitted to go at large without a guardian.

The fifth paper is on "the life and writings of Robert C. Sands," and it is instinct with the spirit which knows how to appreciate the ardent aspirations of such a mind as Sands's, and to relish the various excellences of those effusions he has left behind.

The next paper is on the biography of *Black Hawk*, of which it gives an outline; and this is followed by an essay on the Decline of Poetry, in which there is a good deal of common place, announced with elaborate and oracular emphasis. Paris and its anniversary sports, &c., follow; and the number concludes with its ablest contribution, that on the Public Distress. We have now here seen the topics connected with the removal of the deposits discussed with more calmness or more clearness than in this paper. We have marked for future insertion, and as especially deserving of general attention, for the perspicuity with which the argument is stated and enforced, the whole passage respecting the effect upon *Credit*, of what has been flippantly characterized as "the mere transfer of a certain amount of money from one side of the street to the other," but which was, in fact, a mortal blow to bank and mercantile credits throughout the nation.

LOVE AND PRIDE, by the author of *Sayings and Doings*; 2 vols.; Philadelphia, Carey, Lea & Blanchard.—These volumes exhibit, though in a less degree than previous works, the wit, the knowledge of character, and the sparkling style of their clever author. There are two separate stories, "The Widow" and "Snowdon"—the one intended to illustrate Love, and the other Pride; and thus combined, they give their title to the work.

TODD'S JOHNSON'S DICTIONARY OF THE ENGLISH LANGUAGE IN MINIATURE; Key & Biddle, Philadelphia.—This epitome of Mr. Todd's enlarged and valuable edition of the great English Lexicon is compiled by Dr. Rees; and the compressed form in which so much philological matter is compressed, renders it the very gem of dictionaries, as in accuracy and completeness it boldly challenges comparison with any work of the same size and class. It is intended to form part of a series of works, which, if completed on a similar scale, will enable one to carry a library of reference in his coat pocket.

THE MECHANIC'S MAGAZINE, Vol. III. No. 6.—The June number of this periodical is before us, and a rapid glance at its contents discovers that it contains the same judicious preparation of materials that has hitherto distinguished the publication. There are a number of articles, essentially valuable from the solid information embodied in them, and others, again, that will recommend themselves at once to the less severe reader, who always looks for some entertainment to be mingled with instruction. We have, for instance, a paper on Civil Architecture, with another on Popular Whims and Superstitions, an article on a General Mean of Computing, Descriptive Data of Ellipsoidal Arches, with a new

Theorem, and Mechanical Description of their working Drafts; and another upon the whimsical subject of the possibility of Naturalizing the Fire-Fly in England; a Memoir of Lafayette, with a full length portrait, engraved with much spirit; and a notice of Fairman's Rotary Steam Engine, with drawings of different parts of the machinery; a meteorological record; a phrenological paper, with engravings; and a notice of Burden's boat, with the claim set up by the English to it, &c. &c.

SUMMARY.

A copy of the following letter, addressed by the American committee in Paris to the family of Lafayette, was forwarded by Dunsecomb Bradford, Esq. our Consul at Paris, to a gentleman of this city, by whom it has been politely furnished to us for publication.

PARIS, MAY 21, 1834.

To George Washington Lafayette, Esq.

DEAR SIR—At a meeting of the citizens of the United States now in Paris, assembled at the Hotel of the American Legation, we were charged with the melancholy duty of expressing to you and to your family their profound sympathy and condolence under the afflicting dispensation with which it has pleased Divine Providence to visit you.

In expressing to you the sorrow which we feel for the death of the great and good Lafayette we know that we are only anticipating the grief of every citizen in the United States, when the news of that lamentable event shall reach them.

The debt of gratitude that we owe to his memory as the defender of our liberties and our undeviating friend and advocate throughout his whole life, will cherish and live forever in the hearts of a grateful people down to their latest posterity. Never will they forget the Nation's friend. History will record his deeds and consecrate his name with those of the illustrious founders of American Independence.

He has gone to another and a better world to receive the reward due to a long life of devotion to the political and social alleviation of the whole human race. In the United States of America the great and illustrious name of Lafayette will forever be endearingly connected with that of the Father of American Liberty. Let us humbly hope that in the world to come, these ornaments of human nature may be permitted to reunite in eternal fellowship.

We might dwell upon the many sources of consolation which remain to you under the bereavement of your virtuous Parent but we forbear to intrude upon the sacredness of your sorrows at this moment of overwhelming affliction.

We conclude our melancholy duty by offering to you, and to every member of your family, in our own individual names, and in those of our fellow citizens now in Paris, the expression of our heartfelt sympathy and regret.

We remain, dear sir, most truly your obedient servants.
(Signed)

HENRY BREVOORT, of New York.
J. WOOD, of Maine.
N. NILES, of Vermont.
CHARLES BROOKS, of Massachusetts.
S. B. DENISON, of Connecticut.
WILLIAM BURNS, of New York.
PHILIP KEARNEY, of New Jersey.
A. B. TUCKER, of Pennsylvania.
ALEXANDER CLAXTON, of Maryland.
FLAVEL S. MINES, of Virginia.
ARTHUR P. HAYNE, of South Carolina.
S. A. DUGAS, of Georgia.
W. P. DARUMONT, of Indiana.
A. F. ELSTON, of Kentucky.
J. S. POMER, of Mississippi.
D. URQUHART, of Louisiana.
THOMAS P. BARTON, Chargé d'Affaires.
DUNSCOMB BRADFORD, U. S. Consul.

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.
William Hunter to be Chargé d'Affaires to Brazil, in the place of Ethan A. Brown, resigned.

Richard Pollard to be Chargé d'Affaires to Chile, in the place of John Hamm, resigned.

Eben R. Dorr to be Consul for Buenos Ayres, in the place of Geo. W. Slacum, removed.

William M. Gwin to be Marshal for the District of Mississippi, in the place of Samuel W. Dickson, appointed Receiver.

Humphrey H. Leavitt to be Judge for the District of Ohio, in the place of Benjamin Tappan, rejected by the Senate.

Charles Howard, Elisha Tibbitts, and Levi Elma-ker, to be Directors of the Bank of the United States, in the place of Joseph White, Saul Alley and Roberts Vaux, who decline the appointment.

Thomas Dennison to be Consul for Bristol, in England, in the place of Patrick Macauley, resigned.
Thomas T. Smith to be Consul for Coquimbo, in the Republic of Chile.

William S. Parrott to be Consul for the City of Mexico, in the place of Richard Pollard, resigned.

George G. Hobson to be Consul for Valparaiso, in the place of Thomas S. Russell, rejected by the Senate.

Thomas B. Nalle to be Consul for Angostura, in the place of Thomas F. Knox, removed.

John Patrick to be Consul for Montevideo, in the place of Joshua Bond, removed.

Frederick List to be Consul for Leipsic, in the place of G. F. Goehring, deceased.

Marmaduke Burrough to be Consul for Vera Cruz, in the place of James James, deceased.

Morris Croxall, Surveyor and Inspector of the Customs for the port of Camden, in the State of New Jersey.

Archer Gifford, Collector of the Customs for the port of Newark, New Jersey.

Woodson Wren, Collector of the Customs for the port of Natchez, in the State of Mississippi.

John T. Cabean, Register of the Land Office created by the "Act to establish an additional Land Office in Arkansas," approved the 26th June, 1834.

Littlebury Hawkins, Receiver of public moneys arising from the sale of public lands at the same office.

Joel H. Haden, Register of the new Land Office created in the southwestern part of Missouri.

Robert T. Brown, Receiver of public moneys arising from the sale of public lands at the same office.

William B. Slaughter, Register of the Land Office at Green Bay, in the Territory of Michigan, under the act to create additional Land Districts, in the States of Illinois and Missouri, and in the Territory north of Illinois.

S. W. Beall, Receiver of public monies arising from the sale of public lands at the same office.

John P. Sheldon, Register of the Land Office for the Wisconsin District, authorized by the same act.

Joseph Eneix, Receiver of public monies arising from the sale of public lands in the Wisconsin District.

Samuel A. Barker, Register of the Land Office at Zanesville, Ohio, vice George H. Hoot, rejected.

Appointment by the President.

R. M. Williamson, to be Surveyor General of public lands south of Tennessee, for the State of Mississippi, in the place of Gideon Fitz, removed.

EXAMINATION OF MIDSHIPMEN.—The Board for the examination of Midshipmen, which assembled at Baltimore in May, adjourned on the 12th June, having examined all who presented themselves.

The following is a list of those found qualified for promotion, arranged in the order of merit, to which are added the names of the States to which they belong. Warrants have been granted, bearing the date 14th June, 1834.—[Army and Naval Chronicle.]

1836 Chas W Pickering, N H	39 Augustus L Case, N Y
1837 John de Camp, Fla	33 Roger Perry, Md
W J H Robertson, D C	34 Wm S Ringgold, D C
1838	35 John T Williams, N C
1 Thornton A Jenkins, Va	36 Joseph W Revere, N Y
2 Joseph C Walsh, Pa	37 Alex'r M Pennock, Tenn
3 Charles H Cotton, Vt	38 R S B Darlington, Pa
4 Augustus W Provost, Pa	39 George F Emmons, Vt
5 Franklin Clinton, N Y	40 Edward Middleton, S C
6 James K. Bowie, Md	41 Montgomery Lewis, Pa
7 John Rodgers, Jr, D C	42 George McA White, D C
8 John B Marchand, Geo	43 C E L Griffin, N Y
9 Wm R Taylor, Mass	44 William S Swann, Va
10 H J Hartene, S C	45 Thomas T Hunter, Va
11 Lloyd J Bryan, D C	46 Albert A Holcomb, Ky
12 Benjamin F Sands, Ky	47 Gustavus H Scott, Va
13 Henry Frouch, Mass	48 Richard Forrest, D C
14 William Leigh, Va	49 Levin Handy, Md
15 Samuel Larkin, Jr, N H	50 David McDougal, Ohio
16 William H Burges, Va	51 Charles F McIntosh, Va
17 Henry S Stillwagon, Pa	52 James W Cooke, N C
18 Jas L Henderson, D C	53 C F M Spottswood, Va
19 Daniel B Ridley, Ky	54 Henry C Flagg, S C
20 John L Ring, S C	55 Joseph Moorehead, Ohio
21 Henry J Paul, N C	56 Daniel F Dulaney, Va
22 Robert E Hoce, Va	57 George L Selden, D C
23 James M Lockert, Tenn	58 William H Ball, D C
24 William T Muse, N C	59 Elie W Stull, D C
25 William H Brown, Va	60 John F Mercer, Conn
26 Charles Stedman, S C	61 Stephen W Wilkinson, Tenn
27 Wm A Herndon, Va	62 James E Brown, Va
28 John C Graham, D C	63 Hendrick Norvell, Ky
29 John P Parker, N H	64 Charles C Barton, Pa
30 John F Borden, Ohio	65 J B Walbach, N H
31 James Alden, Jr, Me	66 Joseph R Brown, Pa

THE EXPERIMENT NOT LOST.—This vessel built on the Annesley plan, has been reported lost. Letters from her Commander have been received of a late date. All well.

NEW HAVEN, (CONN) JULY 1.—Ordination.—Lorenzo T. Bennett, late an officer in the United States Navy, was this morning ordained Minister of the Episcopal Church, in St. Paul's Chapel, in this city,

by the Rt. Rev. Bishop Brownell. The candidate was presented by the Rev. Dr. Hawks, of New York, and several assisting Ministers attending.

ASTOR'S HOTEL.—The corner stone of this fine building was laid on 4th July at 6 o'clock A. M., in the presence of about a hundred spectators. A box was deposited beneath the stone with a silver tablet in it, containing the following inscription:

CORNER STONE OF THE PARK HOTEL.

Laid the 4th of July, 1834.

The Hotel to be erected by John Jacob Astor.

BUILDERS.

Philetus H. Woodruff, Peter Storms, Campbell & Adams.

SUPERINTENDENTS.

Isaiah Rogers and Wm. W. Barwick.

ARCHITECT.

Isaiah Rogers.

The daily papers of Thursday, the last No. of the Mechanics' Magazine, containing a full length portrait of Lafayette, and "Goodrich's Picture of New York," were also deposited in the box.

The dimensions of the building are as follows:—The length of the building, fronting Broadway, will be 201 feet 1 inch; fronting Barclay street, 154 feet; fronting Vesey street, 146 feet 6 inches. There are to be six stories: the height to the top of the cornice, will be 77 feet. In the centre there will be a court yard, measuring 105 feet by 76. Each of the fronts will be built of blue Quincy granite. As the principal entrance will be from Broadway, there will be four columns—two of the Doric, and two of Antæ—surmounted with entablature.

The National Intelligencer states that the President had gone on a visit to the *Hermitage*, to remain till next October.

APPROPRIATIONS FOR HARBORS.—Among these appropriations at the late session of Congress, were the following for harbors in this State—

Oswego Harbor	\$30,000
Big Sodus Bay	15,000
Genesee River	20,000
Blackrock Harbor	12,000
Buffalo Harbor	20,000

Mr. Theodore Sedgwick, a passenger in the North America, is the Bearer of Despatches from Mr. Livingston, our Minister to France, to this Government. Among the despatches, are the original papers containing a list of American ships illegally captured, which after years of delay, have been obtained from the French Government.—The same Government has consented to give us the decisions by which the condemnation of those vessels were made.

The compensation to the sufferers on board the French line of battle ship *Suffren* from the shots fired through mistake by the U. S. frigate *United States*, is, according to the act passed by Congress, to be "twice the amount receivable by the Navy pensioners of the same or a similar class, of the wounded who survive, and to such relatives of those killed, as the President may deem it expedient to include in this provision."

THE CHOLERA.—We have seen a gentleman who left St. Louis on Thursday last—he brings the melancholy intelligence that this disease is raging in that city, and that it was increasing when he left.—The citizens are so reluctant to have the intelligence spread, that it is difficult to ascertain the number of deaths which take place from day to day. The reports vary from five to fifteen a day. A gentleman who arrived here on Wednesday last, states that he saw six funerals in St. Louis on the preceding Monday. To show that the silence of the citizens and of the press is criminal, we will mention a circumstance that occurred there within a few days:—an individual, just arrived from Kentucky, put up at a public house—a person was sick in one of the rooms, and he visited him. Not anticipating this disease to be in the place, he was so shocked at the sight of this patient—who had the Cholera—that he immediately took sick, and in a few hours was a corpse. A very little precaution might have saved him. Our informant states that all who could, consistently, were leaving the city.—[Jacksonville Il. Patriot.]

The following specimen of eloquence was delivered by an Indian woman over the contiguous graves of her husband and infant:

"The Father of Life and Light has taken from me the apple of my eye, and the core of my heart, and hid them in these two graves. I will moisten the one with my tears, and the other with the milk of my breast, till I meet them again in that country where the sun never sets."

Deaths by Cold Water.—On Tuesday seven persons died in consequence of drinking cold water, yesterday eleven persons died from the same cause, when greatly heated, and two from strokes of the sun. It is stated that several other persons were suffering under the influence of strokes of the sun, whose fates are yet doubtful.

Eight horses, some of them belonging to the omnibuses, fell down and expired when in harness, in consequence of the heat.

Important from Mexico.—The New Orleans Mercantile of the 25th June has the following paragraph:

"Mexican papers of a recent date furnish intelligence that General Santa Anna, having pronounced in favor of the conjoined cause of the clergy and army, is at the head of a considerable force near Tula, the capital of the State of Mexico, whence he has issued a proclamation dissolving the National Congress.—That body, not to be outdone by him, has passed a decree declaring the President *fuera de la ley*—an outlaw. Thus stood matters at our latest advices—the next will probably bring tidings of bloodshed and civil war."

[From the Daily Advertiser.]

LATE FROM SPAIN AND PORTUGAL.—The brig *Malory*, Captain, Foster, from Gibraltar, brings papers from that place to the 24th of May, which contain much later intelligence both from Spain and Portugal than before received.

The Master of the *Madona di Pieta* arrived at Gibraltar, and who left Lisbon on the 19th of May, states there had been an illumination the evening before, in celebration of a victory obtained at or near Santarem, the result of which he understood to be the capture of six field pieces and three hundred prisoners. He also states, that a two-decker of Donna Maria's, lately returned from England, was to sail the day after he left, to blockade Madeira.

GIBRALTAR, MAY 17.—An article in the *Cadiz Diary* gives the particulars of one of the attacks upon Faro. This one took place on the 5th, and lasted from half past four in the morning till two in the afternoon, when Count Bourmont was obliged to withdraw, having lost 100 killed and near 400 wounded, out of about 6000 men with whom he began the attack. Baron de Sa was waiting for him the next day; but he marched upon Olhao, where he was again repulsed. If this is correct, and the Count was actually carrying on offensive operations against Olhao on the 6th, he could scarcely be known at Madrid, on the 10th, to have already reached Evora on his retrograde march, as stated in the *Gazette* of that date.

Cholera Morbus.—It has broken out to Elhaurin de la Torre, Cartama and Rio Cordo—two, three and five leagues from Malaga—and in the mountains.

GIBRALTAR, MAY 22.—The *Madrid Gazette* of May 17th, contains an account of the late interview between the Duke of Terceira and General Rodil, which we mentioned a few days ago. It was settled between them that the Duke should enter Thomar on the 14th and Golegan on the 15th, thus threatening, in that direction, Don Miguel's line of communication on the right bank of the Tagus. It was calculated, that on the last mentioned day, General Rodil, rapidly marching on Castellobranco, and by this movement threatening Abrantes, would have collected there the greatest part of the force under his command, which, for this purpose, were to move towards that point from Covilhao and Guarda under Generals Sanjuanena and Latre; and further, that if Don Miguel remained in the lines of Santarem, he would be attacked at once, in front and on his left, by Count Saldanha and the Duke of Terceira, while General Rodil, falling upon the Tagus and crossing it, would occupy the part of Alentejo, which is on the left of that river, putting himself in communication with the troops in Estremadura, and those which from Andalusia were advancing to Badajoz by forced marches.

It is re-stated that Don Miguel has thrown a bridge over the Tagus, and that he loses many men by desertion—no fewer than 50 superior and other officers, and 500 N. C. O. or privates, having surrendered to Donna Maria's Commanders in Coimbra within 24 hours after the occupation of that city.

• The garrison of Chaves was partly composed of Spanish troops which were in communication with Valencia and Minho and Braganza where was Gen. Aviles. A guerilla of Miguelites and Carlists, being defeated near Alcanices, had completely disappeared. On the 8th, Brigadier Serrano was at Meritola with the Spanish troops under his orders.

From a despatch of the Captain-General of Estremadura, it was known that Don Miguel's authorities had demanded at Evora, Estremoz, Nillaviciosa, Borba and other towns in Alemtejo, 140 carts drawn by mules, and directed them to be forwarded to Santarem, which induced the supposition that the troops there had some rapid movement in contemplation. This notwithstanding, Bourmont continued in Evora, the Pretender in Santarem, and the ex-General Moreno in Avia, Frontera, Gelbeas and Abrantes.

General Quesada and Brigadier Oraa were at Larraga on the 7th, and General Lorenzo, close to them, in Mendigunia, Brigadier Linares was soon to join them, and station himself at Artajona. The rebels, divided into several bodies, had set themselves in motion, and Zumalacarregrui marched from Villava to Urroz. The next day General Q. proceeded to Puente, General Lorenzo to Cirauqui, Brigadier Linares to Mendigorra, and Brigadier G. to Obanos. These are the only accounts, in the Official Paper, of the contending forces in the North.

None of the offers made by Spanish or foreign houses, for the loan of 200,000,000 reals which the Spanish Government requires, being deemed sufficiently advantageous, they have all been rejected; and in announcing this resolution of her Majesty, the official paper has made it known, that the question of the recognition of the loans effected in 1820, 1821, and 1822, will be referred to the Cortes.

By the packet ship North America, Capt. Dixey, from Liverpool, we have received our regular files of English papers to the 31st, inclusive.

The most important news brought by this arrival, is a change of Ministry in England, the grounds of which can hardly be set forth better than in the following remarks from the London Courier of the 29th of May. They are introduced by mentioning the resignation of Mr. Secretary Stanley and Sir James Graham.

The Cabinet, then, has been broken up, and broken up on a broad and distinct principle, which can leave no man in any doubt as to what side he ought to take. Mr. Stanley and his party maintain that all the possessions, all the revenues of the Church, are property which the State may distribute differently among the members of the Church, but cannot divert from ecclesiastical to secular purposes. The other branch of the Cabinet maintain that the revenues of the Church are not property in the rigid sense of the word; that they are, if not the gift of the State, secured to the Church by the State, and, that the State may not only direct a different appropriation of those revenues, among the members of the Church, and for ecclesiastical purposes, but, if it be desirable and proper, may divert those revenues to other than ecclesiastical purposes. That is the principle; the application is made to Ireland.—The revenues of that Church are enormously disproportioned to its duties, and to the number of people to whom it dispenses religious consolation and instruction. Moreover, those revenues are collected from a Roman Catholic population, who are equally as well entitled as his Majesty's Protestant subjects, to the protection of the laws, and those revenues are, and long have been, the sources of much vexation to that Catholic population, and of bitter strife and contention. In truth, our astonishment is excited, after running over the great number of authorities quoted by Mr. Ward, in his able speech last night, condemning the present Church Establishment of Ireland, and, after noticing the host of proofs he has brought together that all attempts to enforce the complete collection of that revenue have failed, and have led to little more than resistance and assassination;—we are astonished, after reading the opinions of our wisest Statesmen against the present system, and the proofs of its mischievous failures, that any man can for one moment hesitate to affirm that the State ought immediately to take measures to "reduce the temporal possessions of the Church of Ireland." Mr. Stanley, however, and those who think with him on this subject, deny the right of the State to abate one of the greatest acknowledged evils that ever existed in any country; they deny to the State the power to overturn a bad system; they bind the State to a subserviency to the Church; they make it the mere instrument for

collecting the Church revenues; they bow with reverence before an enormous abuse; they tie by their principles the hands of the State, and compel it to submit to a master. The principle, therefore, on which the Cabinet has split is vital for all Governments, for it is neither more nor less than the assertion of the supremacy of the State over all its subjects, and over all those parts or portions of society which grow from its regulations, or are protected by its care. Mr. Stanley and Sir James Graham deny this supremacy, and their principles cannot be followed in reconstructing the Cabinet, without virtually admitting that the State is incompetent to remedy some of the most glaring evils of society.—To follow their doctrines must inspire the people of Ireland with despair; to embrace their principles would fill all the people of England, who desire an amended appropriation of Church revenues, with dismay, and would lead, by a short cut, to ruin the authority of the government in Ireland, and to weaken and degrade it in England. But they are out of the Cabinet, because they have maintained such a strange principle, and their resignation speaks, we think, hope to Ireland, and peace and confidence to all parts of the empire.

Like ourselves, the *Standard*, of yesterday evening, denied to the State the possession of property, and, like ourselves, found some difficulty in selecting a criterion for spiritual wants. It went, however, to Cambridge and Mr. Goulburn for aid, and adopted that one with which the late Chancellor of the Exchequer some time ago astounded the House of Commons. The *Standard* measures the spiritual wants of a population by the extent of a country. It is the 30,000 square miles of Ireland which makes it necessary to leave a Church nearly £1,000,000 a year, and nearly one-half of its Clergymen non-residents, and makes it necessary to keep the population in misery to collect the Church revenue.—By the same rule New South Wales or Hindoostan has a gross injustice done to it; and either of them, instead of its poor supply of a religious establishments, a Bishop and a Dean should be at least four times as well provided with Archbishops and non-resident Rectors as the 30,000 square miles of Ireland.

From the London Courier of May 30.]

The public continue to look forward with extreme anxiety to the completion of the new ministerial arrangements. And this is not certainly to be wondered at, seeing that the destinies of the country cannot fail of being materially influenced by the mode in which the Cabinet is reconstructed.

We have reason to believe, that the arrangements are settled, and we hope to be able to announce them in our Second Edition. We at present only know, that the Earl of Carlisle, who has a seat in the Cabinet, is to be Lord Privy Seal, and that it is generally believed that Mr. Spring Rice will leave the Treasury, and fill one of the vacant high offices, with a seat in the Cabinet.

We are confident that the Cabinet will be so constituted, that while, on the one hand, it will assist in cautiously eradicating every real and acknowledged abuse, it will give no countenance to any of those crude or theoretical projects that are now afloat.—We require a strong and liberal Government; but we also require one deeply imbued with constitutional principles, and with a determination to uphold and strengthen the bulwarks of the Constitution. If we were obliged to choose among extremes there can be no question that a Government resolved to support whatever is, would be far preferable to one disposed to abet reckless attempts at innovation. But the prevalence of either spirit in the Cabinet would be exceedingly hostile to the best interests of the nation. Abuses must be weeded out with a firm though considerate hand; not only because it is abstractedly right that they should be extirpated, but because any attempt to support them in despite of public opinion would be sure to occasion in the end still more extensive and perilous changes. It is opposed by some that any modification of the Church of Ireland will be the forerunner of an attack on the Church of England; and that all who are attached to the latter ought to act on the principle of *obsta principiis*, by resisting the first attempt at innovation. Nothing, however, can be more short-sighted than this. The Established Church of Ireland, as at present constituted, is not a support to, but a mill-stone hung round the neck of the Church of England, which, if not lightened, or detached from the latter, will assuredly drag her to the bottom. Those, therefore, who propose making the Established Church of Ireland commensurate with the number and wants of those attached to her faith and doctrines, are not the enemies but the best friends of the Church of England. The effectual reform of the

Irish Church will do more than any thing else to strengthen and consolidate the foundations of the English Church; and though such reform were not imperatively called for, that the foundations of peace and prosperity may be laid in Ireland, it would be called for that the Church of England may escape the disgrace of an alliance with such flagrant abuses; and that her well-being and permanence may be secured.

While, therefore, we hope and believe that the Ministry will be constituted so as to deal boldly with abuses, such as those inherent in the Irish Church Establishment, we also hope and believe that it will have sagacity to distinguish between what is rotten and what is sound; and that while it lops off the former it will resolutely protect and defend the latter. A Ministry acting in this way may not be popular with the *extreme gauche* or the *extreme droit*, but it will be popular with reasonable men of all parties, and will be sure to command the support and respect of the middle classes—that is, of those who possess eight-tenths of the property of the country, and who are distinguished by their moral worth and independence.

The change of Administration has taken place in consequence of a difference of opinion respecting the revenue of the Irish Church, and respecting that question alone. There is not, therefore, the slightest reason to expect any change of the general policy of Earl Grey's Cabinet. The country will unquestionably look for the immediate introduction into Parliament of some practical measure respecting the future appropriation of the Church property in Ireland, or of some declaration or resolution as to the measure to be adopted with that view, and for securing the permanent tranquillity of Ireland at no distant period.

We are confident from what we know, that it is the intention of the Administration to pursue one or other of those courses.

Since writing the above, we have heard it confidently stated that Mr. Spring Rice is to be Colonial Secretary, that Mr. Francis Baring is to be Secretary of the Treasury, Lord Auckland to be First Lord of the Admiralty, Earl Mulgrave to be Postmaster General, Mr. Poulett Thomson to be President of the Board of Trade, and that Mr. More O'Ferrall is to have the vacant seat at the Treasury Board, in room of Mr. Baring. Mr. Ellice to have a seat in the Cabinet, retaining his present situation, in which he has given universal satisfaction. These arrangements we believe to be tolerably correct.

THIRD EDITION.—*Courier Office*, 7 o'clock.—We believe all the Ministerial arrangements specified in the preceding part of the paper to be almost settled, though not yet definitively fixed; but we are now enabled on sufficient authority to announce—

The Earl of Carlisle to be Lord Privy Seal.

Mr. Ellice, Secretary of War, to have a seat in the Cabinet.

Mr. Spring Rice, Colonial Secretary, with seat in the Cabinet.

Lord Auckland, First Lord of the Admiralty, with seat in the Cabinet.

Lord Durham is not going to Paris, as Ambassador, as stated by some of our contemporaries.

Lord Mulgrave, if appointed to the Post Office will not have a seat in the Cabinet.

The Trades Unionists of Leeds held another meeting on Monday, on Woodhouse-moor, at which there were about 3,000 persons present.

The *Garde National du Loiret* states, that on Thursday last a serious quarrel arose between some of the soldiers of the garrison of Orleans and some of the inhabitants of the town, which threatened serious consequences, but which was happily arrested in time.

According to accounts from Bayonne of the 22d, the Carlist chief Zumalacarregrui continued in "constant flight" before the Queen's troops, and very little more exertion was required to compel him and his followers to take refuge in France.

The funds in Paris remained in unusually quiet state, although the day of settlement is at hand.

M. Armand Carrel, the Editor of the *National*, has excited the suspicions of the Court of Peers, who have authorized an examination of his papers.

M. Bérard, the author, and M. Girard, the editor of a pamphlet entitled *Les Cancons fidèles*, were yesterday sentenced by default by the Court of Assizes to imprisonment for two years, and a fine of 2,000fr. for a libel on the King's person, and an attack upon the rights he holds from the will of the nation. —[Galignani.]

(See page 433.)

GOLD AND SILVER.—For the convenience and information of our readers, we publish altogether today, the three bills passed at the recent session of Congress, altering and regulating the value of gold and silver coins, foreign and domestic. With them, we publish the existing law, in order that it may be seen wherein the alterations consist.

There has been, hitherto, in the relative legal value of gold and silver such an inequality, as to banish gold completely from circulation. The question now is, whether, in attempting to remedy this evil, and to make the standard of the two metals correspond, gold has not been made, in relation to silver, too dear, as before it was too cheap. According to the new laws, to take effect from 31st instant, the legal value of gold has been raised 62.3ds per cent.; that is to say, the Eagle of the existing coinage, instead of being worth only \$10, will be worth \$10.67, and so in proportion. Henceforth, the standard of gold is to be so reduced, that the Eagle to be coined will only be worth \$10.

The apprehension seems to be, that owing to this advance in the legal value of gold, silver may be driven out of circulation; but, on the other hand, the commercial value of silver is so much higher than its legal value, as perhaps, after all, to leave only a small difference, not perhaps exceeding one per cent. between the relative value of gold and it.

After all, however, these new laws are experimental, and if found to establish too great a difference in the value of the two metals, will be altered.

An Act concerning the Gold Coins of the United States, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the gold coins of the United States shall contain the following quantities of metal, that is to say: each eagle shall contain two hundred and thirty-two grains of pure gold, and two hundred and fifty-eight grains of standard gold; each half eagle, one hundred and sixteen grains of pure gold, and one hundred and twenty-nine grains of standard gold; each quarter eagle shall contain fifty-eight grains of pure gold, and sixty-four and a half grains of standard gold: every such eagle shall be of the value of ten dollars; every such half eagle shall be of the value of five dollars, and every such quarter eagle shall be of the value of two dollars and fifty cents. And the said gold coins shall be received in all payments when of full weight, according to their said respective values; and when of less than full weight, at less values, proportioned to their respective actual weights.

Sec. 2. And be it further enacted, That all standard gold or silver deposited for coinage after the thirty-first day of July next, shall be paid for in coin, under the direction of the Secretary of the Treasury, within five days from the making of such deposit, deducting from the amount of said deposit of gold and silver one half of one per centum: *Provided*, That no deduction shall be made unless said advance be required by such depositor within forty days.

Sec. 3. And be it further enacted, That all gold coins of the United States, minted anterior to the thirty-first day of July next, shall be receivable in all payments at the rate of ninety-four and eight tenths of a cent per pennyweight.

Sec. 4. And be it further enacted, That the better to secure a conformity of the said gold coins to their respective standards as aforesaid, from every separate mass of standard gold which shall be made into coins at the said mint, there shall be taken, set apart by the Treasurer and reserved in his custody, a certain number of pieces, not less than three; and that once in every year the pieces so set apart and reserved shall be assayed under the inspection of the officers; and at the time and in the manner now provided by law; and if it shall be found that the gold so assayed, shall not be inferior to the said standard hereinbefore declared, more than one part in three hundred and eighty-four in fineness, and one part in five hundred in weight, the officer or officers of the said mint whom it may concern shall be held excusable; but if any greater inferiority shall appear, it shall be certified to the President of the United States, and if he shall so decide, the said officer or officers shall be thereafter disqualified to hold their respective offices: *Provided*, That if, in making any

delivery of coin at the mint in payment of a deposit, the weight thereof shall be found defective, the officer concerned shall be responsible to the owner for the full weight, if claimed at the time of delivery.

Sec. 5. And be it further enacted, That this act shall be in force from and after the thirty-first day of July, in the year one thousand eight hundred and thirty-four.

Passed the House of Representatives,
Attest: W. S. FRANKLIN, *Clk. Ho. Rep.*
July 21, 1834.

An Act relating to the value of certain Foreign Gold Coins within the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the thirty-first day of July next, the following gold coins shall pass current as money within the United States, and be receivable in all payments by weight, for the payment of all debts and demands, at the rates following, that is to say: the gold coins of Great Britain, Portugal, and Brazil, of not less than twenty-two carats, fine, at the rate of ninety-four cents and eight-tenths of a cent per pennyweight; the gold coins of France, nine-tenths fine, at the rate of ninety-three cents and one-tenth of a cent per pennyweight; and the gold coins of Spain, Mexico, and Columbia, of the fineness of twenty-carats three grains and seven-sixteenths of a grain, at the rate of eighty-nine cents and nine-tenths of a cent per pennyweight.

Sec. 2. And be it further enacted, That it shall be the duty of the Secretary of the Treasury to cause assays of the aforesaid gold coins, made current by this act, to be had at the mint of the United States, at least once in every year, and to make report of the result thereof to Congress.

Passed the House of Representatives, June 21, 1834.
W. S. FRANKLIN, *Clerk.*

An Act regulating the value of certain Foreign Silver Coins within the United States.

Be it enacted, by the Senate and House of Representatives of the United States of America, in Congress assembled, that from and after the passage of this act, the following silver coins shall be of the legal value, and shall pass current as money within the United States, by tale, for the payment of all debts and demands, at the rate of one hundred cents the dollar; that is to say: the dollars of Mexico, Peru, Chili, and Central America, of not less weight than four hundred and fifteen grains each; and those stamped in Brazil of the like weight, of not less fineness than ten ounces fifteen pennyweights pure silver in the troy pound of twelve ounces of standard silver; and the five-franc pieces of France, when of not less fineness than ten ounces and sixteen pennyweights in twelve ounces troy weight of standard silver, and weigh in: not less than 354 grains each, at the rate of ninety-three cents each.

Sec. 2. And be it further enacted, That it shall be the duty of the Secretary of the Treasury to cause assays of the aforesaid silver coins made current by this act, to be had at the Mint of the United States, at least once in every year, and to make report of the result thereof to Congress.

Passed the House of Representatives.
Attest: W. S. FRANKLIN, *Clk. Ho. Rep.*
May 27th, 1834.

THE EXISTING LAW.

An Act regulating Foreign Coins, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the 1st day of July next, foreign gold and silver coins shall pass current, as money, within the United States and be a legal tender, for the payment of all debts and demands, at the several and respective rates following, and not otherwise, viz: The gold coins of Great Britain and Portugal, of their present standard, at the rate of one hundred cents for every twenty-seven grains of the actual weight thereof; the gold coins of France, Spain, and the dominions of Spain, of their present standard, at the rate of one hundred cents for every twenty-seven grains and two-fifths of a grain, of the actual weight thereof. Spanish milled dollars, at the rate of one hundred cents for each dollar, the actual weight whereof shall not be less than seventeen pennyweights and seven grains; and in proportion for the parts of a dollar. Crowns of France, at the rate of one hundred and ten cents for each crown, the actual weight whereof shall not be less than eighteen pennyweights and seventeen grains, and in proportion for the parts of a crown. But no foreign coin that may have been, or shall be, issued subsequent to the 1st day of January, one thousand seven hundred and ninety-two, shall be a tender, as aforesaid, until sam-

ples thereof shall have been found, by assay at the Mint of the United States, to be conformable to the respective standards required, and proclamation thereof shall have been made by the President of the United States.

Sec. 2. Provided always, and be it further enacted, That at the expiration of three years next ensuing the time when the coinage of gold and silver, agreeably to the act, entitled "An act establishing a mint, and regulating the coins of the United States, shall commence at the mint of the United States, (which time shall be announced by the proclamation of the president of the United States,) all foreign gold coins, and all foreign silver coins, except Spanish milled dollars and parts of such dollars) shall cease to be a legal tender as aforesaid.

Sec. 3. And be it further enacted, That all foreign gold and silver coins, (except Spanish milled dollars, and parts of such dollars) which shall be received in payment for monies due to the United States, after the said time when the coining of gold and silver coins shall begin at the mint of the United States, shall, previously to their being issued in circulation, be coined anew, in conformity to the act, entitled "An act establishing a mint and regulating the coins of the United States."

Sec. 4. And be it further enacted, That from and after the 1st day of July next, the fifty-fifth section of the act, entitled "An act to provide more effectually for the collection of the duties imposed by law on goods, wares, and merchandise, imported into the United States," which ascertains the rates at which foreign gold and silver coins shall be received for the duties and fees to be collected in virtue of the said act, be, and the same is hereby, repealed.

Sec. 5. And be it further enacted, That the assay, provided to be made by the act, entitled "An act establishing a mint, and regulating the coins of the United States," shall commence, in the manner as by the said act is prescribed, on the second Monday of February, annually, any thing in the said act to the contrary notwithstanding. [Approved, February 9, 1793.]

INTERESTING.—A subterranean Indian Village has been discovered in *Nacoochee Valley* in Georgia, by gold miners, in excavating a canal for the purpose of washing gold. The depth to which it is covered varies from seven to nine feet; some of the houses are embedded in a stratum of rich auriferous gravel. They are 34 in number, built of logs from six to ten inches in diameter, and from ten to twelve feet in length. The walls are from three to six feet in height, forming a continuous line or street of 300 feet. The logs are hewed and notched, as at the present day. The land beneath which they were found, was covered, at its first settlement by the whites, with a heavy growth of timber, denoting a great antiquity to these buildings, and a powerful cause which submerged them. Cane baskets and fragments of earthenware were found in the rooms. The account is contained in a letter to the editor of the *Southern Banner*, from which the following further particulars are extracted:

The houses are situated from 50 to 100 yards from the principal channel of the creek; and as no further excavations have been made, it is more than probable that new and more interesting developments will be made when the land is worked for gold.

A great number of curious specimens of workmanship have been found in situations, which preclude the possibility of their having been moved for more than a thousand years. During my mining operations last year, I found, at one time, about one half of a crucible, of the capacity of near a gallon. It was ten feet below the surface, and immediately beneath a large oak tree, which measured five feet in diameter, and must have been four or five hundred years old. The deposit was diluvial, or what may be termed table land. The stratum, of quartz gravel, in which the vessels were imbedded, is about two feet in thickness, resting upon decomposed chlorite slate.

It is not difficult to account for the deposits of these substances in alluvial soil, for the hills are generally very high and precipitous; and from the immense quantity of rain which falls, the streams are swollen to great height, sweeping every thing with them, and frequently forming a deposit of several feet in thickness in a season; but some of the diluvial land is from 10 to 50 feet above the present level of the streams. These deposits exhibit appearances of as great attrition as those recently formed. There was a vessel, or rather a double mortar, found in Duke's Creek, about five inches in diameter, and the excavation on each side was nearly an inch

in depth, basin like, and perfectly polished. It was made of quartz, which had been semi-transparent, but had become stained with the iron which abounds in quantity in all this country. In the bottom of each basin was a small depression half an inch in depth and about the same in diameter. What its use could have been, is difficult to conjecture. Some suppose it was used for grinding paint, &c. or in some of their plays or games. The high finish, and its exact dimensions, induce me to believe it the production of a more civilized people, than the present race of Indians. Respectfully yours, M. S.

INDIAN ANECDOTE.—John Sequashquash, an Indian of the remnant of a tribe in Connecticut, was some years since brought before a justice of the peace on some charge or other, which we do not now recollect. John happened to be drunk at the time and instead of justice, merely muttered out—"Your Honor is very wise—y-y-y-your honor is v very wise—I says."

Being unable to get any other answer from him, the justice ordered him to be locked up till the next day; when John was brought before him perfectly sober.

"Why John," said the justice, "you were drunk as a beast last night."

"Drunk?" ejaculated the Indian.

"Yes, drunk as a beast. When I asked you any question, the only answer you made was, 'Your honor is very wise.'"

"Did I call your honor wise?" said the Indian, with a look of incredulity.

"Yes," answered the magistrate.

"Then," replied John, "I must have been drunk, sure enough."

FOREIGN ITEMS.

St. Petersburg, April 30.—The communication with Armstadt is now perfectly free, the ice having broken up on the 26th.

The death of Mr. Stothard, at the venerable age of eighty four, has grieved all the lovers of art, though it has been long expected. But they regret to think that they can have no "more last words" from his pen—no more of those sweet and graceful creations of youth, beauty, and womanhood, which never ceased to flow from his pencil, and which made his kindly nature the abode of a youthful spirit to the last. An angel dwelt in that tottering house, amidst the wintry bowers of white locks, warming it to the last with summer fancies. Mr. Stothard had the soul in him of a genuine and entire painter. He was a designer, a colorist, a grouper; and, above all, he had expression. All that he wanted was a more perfect education, for he was never quite sure of his drawing. The want was a great one; but if those who most loudly objected to it had a tenth part of his command over the human figure, and even of his knowledge of it (for the purposes of expression,) they would have ten times the right to venture upon criticising him; and having that, they would have spoken of him with reverence. His class was not of the very highest order, and yet it bordered upon the gentler portion of it, and partook of that portion; for since the days of the greatest Italian painters, no man felt or expressed the graces of innocence and womanhood as he did. And his coloring (which was little known) had the true relish, such as it was. He loved it, and did not color for effect only. He had a bit of Rubens in him, and a bit of Raphael—and both of them genuine; not because he purposely imitated them, but because the seeds of gorgeousness and of grace were in his own mind. Mr. Stothard, for many years, was lost sight of by the public, owing to the more conventional elegancies of some clever, but inferior men, and the dullness of public taste; but it was curious to see how he was welcomed back again as the taste grew better, and people began to see with the eyes of his early patrons. The variety as well as grace of his productions soon put him at the head of designers for books, and there he has since remained. What he did of late for the poems of Mr. Rogers is well known, and his picture of the Canterbury Pilgrims still better, though we cannot think it one of his best. Many of his early designs for Robinson Crusoe and other works, especially those in the old Novellist's Magazine, far surpass it; and so do others in Bell's British Poets. There is a female figure, bending towards an angel in one of the volumes of Chaucer in that edition, which Raphael himself might have put in his portfolio; and, the same may be said of larger designs for editions of Milton and Shakespeare. See in particular those for Comus, and for the Two Gentlemen of Verona, where there is a girl in boy's clothes. Nothing can be more true or exquisite than that little doubtful gesture of fear and modesty in the latter figure, blushing at the chance

of detection. Stothard excelled in catching these fugitive expressions of feeling—one of the rarest of all beauties. But he has left hundreds, perhaps thousands of designs—rich treasures for the collector and the student. He is one of the few English artists esteemed on the continent, where his productions are bought up like those of his friend Flaxman, who, we believe, may be reckoned among his imitators; for Stothard's genius was richer than his, and included it. —[Leigh Hunt's Journal.]

Important Discovery.—The celebrated orator Henry, who gave public lectures, being somewhat pushed for want of attractive novelty, and wishing to collect an audience on any terms, issued an advertisement, expressly addressed to journeymen shoemakers, wherein he promised to prove to demonstration the practicability of any members of the craft making six pairs of shoes in a day, provided he had sufficient materials. Such a temptation produced the desired effect, and the room was crowded to suffocation. Henry ascends the rostrum, and mute attention reigns. He thus began: "Gentlemen, the lecture of this evening being of a professional character, is intended to rouse industry, and stimulate exertion, in one of the most useful classes of the working community." (Applause.) The solemnity with which the opening speech was delivered increased the attention and impatience of the company for the development of this invaluable mystery.—After a short pause, a general cry of "question, question," compelled the orator to resume the subject. "Gentlemen, although the communication I am about to make only specifies the practicability of one person making six pairs of shoes in a day, yet, with a sufficient stock of materials, the same person might facilitate sixty, nay a hundred." (thunders of applause.) Curiosity and anxiety were now at their height—"This grand and valuable secret, gentlemen, consists in simply cutting the legs off boots!" [Metropolitan.]

Elegant Intervals of the Fine Arts.—Hayman, the painter, it has been said, was a hero of the fist; and that the heroic Marquis of Granby, who was fond of the same amusement, when he went to sit to Hayman for his portrait, insisted on having a set-to with the artist before he began his work. The proposal was agreed to and carried into effect immediately. They began in good humor, but as the fighting gloves had not then been invented, a clumsy blow from one roused the anger of the other; they set-to in earnest, and upset easel as well as combatants. The noise made by the fall alarmed Hayman's wife; she burst into the room and found the peer and the painter upon the floor, grappling one another like enraged beasts, each striving to keep the other down while himself got upon his legs. She parted the combatants, and when they had re-adjusted their dresses, Hayman proceeded to complete the portrait of his antagonist.—[Shilling Magazine.]

It may happen that the birds of prey interfere with our plans, though it is probable, that in their case, as well as in that of many other birds, we know the evil but not the good; and consequently, in our eagerness to destroy the evil, we destroy the good along with it, and in the end lose much more than our labor. We set a price on the brush of a fox, or the talons of an eagle, but it is open to every man's observation, that those places, in which foxes are not hunted or eagles shot, are not more impoverished than those in which both are destroyed with the utmost vigilance. Nature never sends any animal to inhabit a district, unless there be food and the other circumstances which suit that animal in that district; and when the food ceases, or the circumstances are changed, the animal disappears, as fast probably as is necessary to the best interests and perfection even of our artificial system. The kite would doubtless be a plunderer in the poultry-yard, the osprey in the fish-pond, or the eagle in the rabbit warren; and the owner might claim their lives. If we actually use any portion of the earth, then that portion is ours, and we may do with the wild creatures as we may deem best. But we should not play the tyrant with that which is not ours. If we can show that it will be useful for us to destroy the kite in the wide moor which we neglect, and the eagle in the mountain ravine which we can neither stock nor cultivate, then we may plead our privilege as lords of the nether world, and slaughter them; but if we cannot, we are interfering with, and most probably marring, that which we do not understand—acting, much in the same manner as the owner of an estate, who should cut down the forests when he could neither use nor yet cultivate any other crop on the land which it occupied.—The birds of prey are not merely a part of

the system of nature, but one of the most interesting parts of it, and there are no birds, the habits or the habits of which are more calculated to impart information and afford pleasure. In strength, in swiftness, in bold daring, in patient endurance, in attachment to each other and to their young, and in utmost perfection of observing power and muscular strength, there are no birds equal to the birds of prey. Drive the Eagle from the mountain, and half its sublimity will be gone; chase the owl from the ivied ruin or the hollow tree, and half its fascination, even to the unobservant rustic, would be destroyed.—[Mudie's British Birds.]

The porter of a Dublin grocer was brought by his master before a magistrate on a charge of stealing chocolate, which he could not deny. Upon being asked to whom he sold it, the pride of Patrick was greatly wounded. "To whom did I sell it?" says Pat; "why, does he think I took it to sell?" "Then, sir," said the magistrate, "what did you do with it?" "Do with it! Since you must know," said he, "we made tea of it."—[New Sporting Magazine for May.]

[FOR THE N. Y. AMERICAN.]

Mr. Editor—I am a very young lady and a very pretty one besides, and I have a whole host of admirers. To one of these, who does not reside in the city, I am very anxious to send some poetry, but my father, who is a grave, steady, and respectable old gentleman, says it is not proper for young ladies and young gentlemen to correspond. Now, Mr. Editor, I have heard great deal of your gallantry; and I venture to hope you will oblige one of your most constant readers and a beauty to boot, by inserting the following stanzas in the N. Y. American:

POUR LUI.

From Moore's Song "To Sigh yet feel no Pain."

"To keep one sacred flame
Thro' life unchilled, unmoved;
To love in wintry age the same
That first in youth we loved;
To feel that we adore,
To such refined excess,
That tho' the heart would break with more
We could not live with less.
This is faithful, faithful love,
Such as saints might feel above."

C. F. S.

HEART'S EASE.

Seek not for me in the lighted halls,—
Mine is no garland for festivals,
Look not for me in the wreaths they twine
Round urns of perfume and cups of wine:
Though torn away from my forest lair
To deck their banquet—I perish there,
'Neath the heated lip and the flashing eye,
I smile—but smiling—I die—I die.

And some come there, with their cheeks of bloom,
Like roses wreath'd round a marble tomb,
Or the soft pink tints in some Indian shell,
Lit with the blush of the sun's farewell:
With locks, like the first light clouds at dawn;
With the dreamy gaze of the woodland fawn:
They come to seek me. Alas! for all
Who seek "Heart's Ease" in the masquing hall!
The feast and the feaster have passed away—
The lamps are winking in morning's ray—
And the withered chaplets hang idly down,
And the mirror is mocking its faded crown.
And they that stood 'midst the festal cheer,
Like the wounded fawn or the stricken deer,
With their strange bright eyes and their fatal bloom,
Have passed from the revel away—to the tomb!

They found me—they found me—but all too late,
Young hopes had died in the grasp of Fate—
The bloom had fled, like the last bright streak
In the burning west, from the blighted cheek,
And the pallid taper—and holy hymn
Were there for rite and for requiem,—
And grasped in their cold white fingers lay—
"Heart's ease"—Oh, how calm were those hearts that day

O, seek ye for me—seek ye for me
In the bowery shade of the forest tree,
Where the far off tones of the hunter's horn,
Rouse not the hare from its nest at morn,
Where the joyous brook glides laughing by,
Feeding the echoes with melody:
And the lilies, like Brahmins at even tide,
Are bent, as in worship, its streams beside.

Oh, seek ye for me—seek ye for me,
Where the summer birds love most to be,
And the worn out breeze with feeble sigh
Comes oft, like a love sick youth, to die—
And gathered the old oak boughs among
The white wood doves—like a vestal throng
In some ancient cloister, all dark and dim—
Are lifting to Heaven their evening hymn.

Oh, seek ye for me—seek ye for me,
In the morning track of the joyous bee,—
Follow the streamlet through the wood and glen,
Follow the glow worm—you'll find me then,
For it loves to roam through the hovers at night,
And wave over flowers its elfin light;
Meet guide for such as would seek for me
In the calm of my forest sanctuary.

TOWNSEND & DUFFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Duffee, May & Co. offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne county, Pennsylvania.
Hudson, Columbia county, New York,
January 29, 1853.

The Emperor of Russia has issued an extremely severe Ukase, the object of which is to keep all Russians within the empire, or confiscate their property if they presume to reside abroad.

Marshal Bourmont has arrived in Geneva, where, it is said, he intends staying some time.

A report is mentioned in a letter from Geneva, which is to the effect that the late offensive official note of the Sardinian Ambassador in Switzerland had been disavowed by his Government. The letter further says, that nothing shows an approaching rupture between Sardinia and Switzerland.

Letters of the 29th ult. from Constantinople, announce that the Greek Ambassador, Tographos, has at length been congratulated in the name of the Ottoman Porte, by the chief Dragoman, who, at the same time, delivered to him the usual presents, consisting of exquisite flowers and fruits, and invited him to a first audience of the Grand Vizier, which will soon be followed by an audience of the Sultan.

ITALY.—Extract of a letter of the 14th instant, from Ferrara:—"A very serious affray took place two days ago in this city between the Swiss and the Austrians upon the occasion of the funeral of our bishop. The dispute commenced between some soldiers who escorted the provisions, and soon it spread to all the others, so that they came to blows, and several on both sides were killed and wounded. The number killed or seriously wounded is at least twenty. The Papal Government has ordered the Swiss to quit the city, and has distributed them in other cities of the legations. An Austrian corps will come here to take their place."

By a return laid before the House of Commons, on the motion of Mr. Leonard, it appears that in the course of last year, 246 persons were sentenced to death for robbery, of which number 7 only were executed.

ODESSA, April 18.—For some days past large quantities of corn have been shipped here for the sea of Azoff. It is probable that some ships have already reached Kulock.

One day last week, as a farmer at Courseulles was tilling his land, his plough struck against some hard substance, which he at first supposed was a stone, but afterwards discovered to be an earthen vessel, containing a large quantity of gold coin of the reign of Charlemagne, the metallic value of which has been ascertained to be at least 40,000 francs. As they are in the highest state of preservation, they must be considered as worth a much larger sum.—[French paper.]

REVIEW OF THE NEW YORK MARKET—JULY 9.

ANISES—Sales are freely made at \$4 for Pots, and \$4.25 a \$4.30 for Pearls.

COAL—We have no transactions to notice in any description. Of Liverpool there is but little in market.

COTTON—The transactions in this staple, since our last publication, have been moderate, amounting to about 650 bales, as follows:

400 Uplands, 12½ a 14½ cents; 300 Florida, 13½ a 14½, and 50 Mobile, 14½ a 15 cents.

Import, since our last, from New Orleans, 241; Florida, 243; Georgia, 568; South Carolina, 329; North Carolina, 313. Total, 2124 bales. Total import since 1st instant, 2857 bales. Export from 1st to 4th instant, 460 bales.

COTTON BACONS—Last sales of best Hemp at 22 a 23 cents. The stock in market is small.

FISH—There is but little inquiry for Mackerel. Small sales of No. 1, at \$5.12 1/2 a \$5.37 1/2, and No. 3 at \$3.12 1/2. Of No. 2 there are none in market.

FLOUR AND MEAL—Sales of Western Canal at \$4.87 1/2 a \$5, and of Ohio, to a considerable extent, at \$4.81. There has been no demand for export. 300 hhds. Corn Meal were disposed of at about \$15.75. Exports, from 1st to 4th inst., Wheat Flour, 1152 bbls.

GRAIN—Sales of Western Wheat have been made at 103 a 105 cents; Northern Eve at 62 1/2 a 63 cents, and Northern Yellow Corn at 68 cents. The demand for Oats is brisk, and considerable sales have been made at 40 cents.

LEAD—The market remains without animation.

MOLASSES—No transactions of consequence have come to our knowledge.

OILS—From 15 to 16,000 gallons Whale have been disposed of at 37 1/2 a 38 cents, cash; about 10,000 gallons English Lard at 90 cents, 4 months, and several smaller lots at about the same rate; a few casks of Palm brought 6 cents per pound, on time.

WHALEBONE—A lot of 1000 lbs. has changed hands, since our last, at 19 1/2 cents, cash.

WINE—We have no transactions of consequence to notice.

SURVEYORS' INSTRUMENTS.

Compasses of various sizes and of superior quality warranted.

Leveling instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by E. & W. BLUNT, 154 Water street, J31 6;

corner of Maidenlane.

STEPHENSON,

Builder of a superior style of Passenger Cars for Railroads
No. 364 Elizabeth street, near Bleecker street,
New-York.

RAILROAD COMPANIES would do well to examine these Cars; a specimen of which may be seen on that part of the New-York and Harlem Railroad, now in operation.
J35 1f

RAILROAD CAR WHEELS, BOXES AND AND OTHER RAILROAD CASTINGS.

Also, AXLES furnished and fitted to wheels complete at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to. Also, CAR SPRINGS.

Also, Flange Tires turned complete.

J8 ROGERS, KETCHUM & GROSVENOR.

NOVELTY WORKS,

Near Dry Dock, New-York.

THOMAS B. STILLMAN, Manufacturer of Steam Engines, Boilers, Railroad and Mill Work, Lathes, Presses, and other Machinery. Also, Dr. Nott's Patent Tubular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heretofore used. The fullest assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully solicited. m18



INSTRUMENTS.

SURVEYING AND NAUTICAL INSTRUMENT MANUFACTORY.

EWING & HEARTT, at the sign of the Quadrant, No. 53 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, especially Engineers, that they continue to manufacture to order and keep for sale every description of Instruments in the above branches, which they furnish at the shortest notice, and on fair terms. Instruments repaired with care and promptitude.

For proof of the high estimation on which their Surveying Instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gentlemen of distinguished scientific attainments.

To Ewing & Heartt.—Agreeably to your request made some months since, I now offer you my opinion of the Instruments made at your establishment, for the Baltimore and Ohio Railroad Company. This opinion would have been given at a much earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the Instruments, so that I could speak with the greater confidence of their merits, if such they should be found to possess.

It is with much pleasure I can now state that notwithstanding the Instruments in the service procured from our northern cities are considered good, I have a decided preference for those manufactured by you. Of the whole number manufactured for the Department of Construction, to wit: five Levels, and five of the Compasses, not one has required any repairs within the last twelve months, except from the occasional imperfection of a screw, or from accidents, to which all Instruments are liable. They possess a firmness and stability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists engaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Internal Improvements, who may require Instruments of superior workmanship.

JAMES P. STABLER,

Superintendent of Construction of the Baltimore and Ohio Railroad.

I have examined with care several Engineers' Instruments of your Manufacture, particularly Spirit Levels, and Surveyors' Compasses; and take pleasure in expressing my opinion of the excellence of the workmanship. The parts of the levels appeared well proportioned to secure facility in use, and accuracy and permanency in adjustments.

These instruments seemed to me to possess all the modern improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction when used in the field.

WILLIAM HOWARD, U. S. Civil Engineer.

Baltimore, May 1st, 1833.

To Messrs Ewing and Heartt.—As you have asked me to give my opinion of the merits of those instruments of your manufacture which I have either used or examined, I cheerfully state that as far as my opportunities of my becoming acquainted with their qualities have gone, I have great reason to think well of the skill displayed in their construction. The neatness of their workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have received satisfactory assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the necessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprise so well merits, I remain, yours, &c.

B. H. LATROBE,

Civil Engineer in the service of the Baltimore and Ohio Railroad Company.

A number of other letters are in our possession and might be introduced, but are too lengthy. We should be happy to submit them, upon application, to any person desirous of perusing the same. m23

LOCOMOTIVE ENGINES.

THE AMERICAN STEAM CARRIAGE COMPANY, OF PHILADELPHIA, respectfully inform the public, and especially Railroad and Transportation Companies, that they have become sole proprietors of certain improvements in the construction of Locomotive Engines, and other railway carriages, secured to Col. Stephen H. Long, of the United States Engineers, by letters patent from the United States, and that they are prepared to execute any orders for the construction of Locomotive Engines, Tenders, &c. with which they may be favored, and pledge themselves to a punctual compliance with any engagements they may make in reference to this line of business.

They have already in their possession the requisite apparatus for the construction of three classes of engines, viz. engines weighing four, five, and six tons.

The engines made by them will be warranted to travel at the following rates of speed, viz. a six ton engine at a speed of 15 miles per hour; a five ton engine at a speed of 18 miles per hour; a four ton engine at a speed of 22 1/2 miles per hour. Their performance in other respects will be warranted to equal that of the best English engines of the same class, with respect not only to their efficiency in the conveyance of burthens, but to their durability, and the cheapness and facility of their repairs.

The engines will be adapted to the use of anthracite coal, pine-wood, coke, or any other fuel hitherto used in locomotive engines.

The terms shall be quite as favorable, and even more moderate, than those on which engines of the same class can be procured from abroad.

All orders for engines, &c. and other communications in reference to the subject, will be addressed to the subscriber, in the city of Philadelphia, and shall receive prompt attention.

By order of the Company,

WILLIAM NORRIS, Secretary.

December 2d, 1833.

For further information on this subject see No. 49, page 772, Vol. 2, of Railroad Journal.

RAILWAY IRON.

Ninety-five tons of 1 inch by 1/2 inch,	Flat Bars in lengths of 14 to 16 feet counter sunk holes, ends cut at an angle of 45 degrees with splicing plates, nails to suit.
200 do. 1 1/2 do.	
40 do. 1 1/2 do.	
800 do. 2 do.	
800 do. 2 1/2 do.	
soon expected.	

250 do. of Edge Rails of 36 lbs. per yard, with the requisite chairs, keys and pins.

Wrought Iron Rings of 30, 33, and 36 inches diameter for Wheels of Railway Cars, and of 60 inches diameter for Locomotive wheels.

Axles of 24, 28, 30, 32, 34, 36, and 38 inches diameter for Railway Cars and Locomotives of patent iron.

The above will be sold free of duty, to State Governments and Incorporated Governments, and the Drawback taken in part payment.

A. & G. RALSTON,

9 South Front street, Philadelphia.

Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited to those disposed to examine them. d71meowr

ENGINEERING AND SURVEYING INSTRUMENTS.

The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superior, in principle of construction and workmanship to any imported or manufactured in the United States; several of which are entirely new: among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Goniometer, with two Telescopes—and a Levelling Instrument, with a Goniometer attached, particularly adapted to Railroad purposes.

WM. J. YOUNG,

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

Baltimore, 1833.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad. I cheerfully furnish thee with the following information. The whole number of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other description of Goniometer that we have yet tried in laying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the Engineer scarcely anything to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to lateral angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,

JAMES P. STABLER, Superintendent of Construction of Baltimore and Ohio Railroad.

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I believe it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. GILL, Civil Engineer.

Germantown, February, 1833.

For a year past I have used Instruments made by Mr. W. J. Young, of Philadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these Instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.

Germant. and Norrist. Railroad